THE MARINE REVIEW

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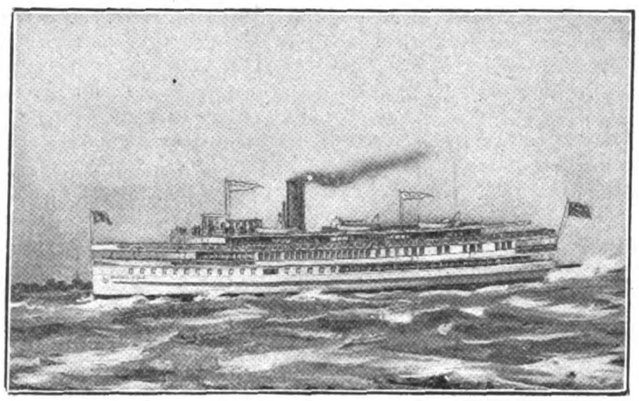
NEW RAPIDS STEAMER.

The Richelieu & Ontario Navigation Co. will have in commission in 1907 the new rapids steamer, Rapids King, between Prescott and Montreal. This steamer is a marked advance on her predecessors in construction, and will be the largest steamer which has ever run the rapids of the St. Lawrence regularly. She is 240 ft. in length and 43 ft. wide, which is the limit of size permitted by the St. Lawrence canal. Her hull is sheathed with rock elm, as a safeguard in running the rapids. She is of the day boat excursion type, having large observation decks, and 54 staterooms for the use of passengers westbound. Her arrangement is as follows:



STEAMER RAPIDS KING.

On the main deck the forward portion is devoted to baggage, engine room, etc., then comes the entrance hall for passengers and the after portion is taken up with a large buffet, serving meals "a la carte" at all hours. The first promenade deck contains the staterooms and a comfortable cabin with large observation space at bow and stern. The second promenade deck is devoid of staterooms, having a very large promenade space all around the steamer, and a saloon in the center with windows all around so that passengers will be able to view the scenery either from inside the cabin or from the deck outside. The wheel house and officers' quarters are above the second promenade deck, so that this deck is entirely devoted to the comfort of the passengers and affords them an unrivalled opportunity to see the beauties of the trip through the rapids. With this new arrangement the steamer will be able to carry a thousand passengers in comfort.

HYDRAULIC DREDGE FOR TORONTO.

The Polson Iron Works, Ltd., Toronto, Canada, have received contract to build a hydraulic dredge for the city of Toronto, which will be constructed by the ship building company during the coming summer. The hull will be entirely of steel with the exception of the deck. The dredge will be 110 ft. long, 30 ft. broad and 7 ft. 8 in. deep, and will be capable of excavating sand, clay, gravel, earth or mud to a depth of 18 ft. and deliver it to a distance of 1,200 ft., either over the water by steel pipes carried on pontoons or over land. The suction and discharge pipe will be of 15 in. internal diameter and the dredging pump will be of the latest approved side suction centrifugal pattern, having both suction and discharge branches 15 in. diameter. The pumping engine will be of the triple expansion jet condensing type with cylinders 9½, 13½ and 22 in. diameter by 60 in. stroke, designed for a working pressure of 160 lbs., supplied with steam from a Scotch boiler, 10 ft. diameter and 12 ft. long. The dredge will have a complete electric light outfit, including two search lights. Deck-houses will be provided for the machinery and living rooms for the crew. The ship building company is also required to supply fifteen steel pontoons, 30 ft. long, 9 ft. wide and 2 ft. deep, to carry the 1,200 ft. of discharge pipe. The dredge is to be finished in time for work during the coming fall.

DOUBLE PELORUS COMPASS.

George A. Simpson, compass adjuster, Sault Ste. Marie, Mich., has perfected a double pelorus compass and bearing indicator combined in one, to go in the binnacle with the steering compass, and lighted with the same lamps that light the steering compass. It is always ready for use, night or day. This device is intended for deck or bridge use and can only be had as ordered, as the binnacle is a special design for use on this instrument. The binnacle is compensating, furnished with magnets and quadrental correctors. The device has received the endorsement of several navigators.

G. A. Tomlinson, of Duluth, and Dennis Sullivan, of Chicago, have united in establishing a vessel agency for the chartering of vessels in the Lake Superior grain trade with headquarters at Winnipeg. The new firm is known as Tomlison & Sullivan, and P. R. Babcock has been placed in charge of the Winnipeg office. Branches will be established at Fort William and Port Arthur.

RIGHTS OF SEAMEN AS SALVORS.

(Continued.)

A ship being in imminent danger of sinking, the captain and crew went aboard another ship leaving one man, who, being prevented by force from getting into the first boat, afterward refused to go in the second boat, being determined to remain on board the ship. After doing what he could he hoisted a signal of distress, and was found the next day by another ship which brought the damaged vessel into port. It was contended that the contract which the seaman had entered into bound him to continue his endeavors to bring the vessel into port, and that principles of general policy forbade the allowance of salvage to a mariner belonging to a ship which has been preserved. But the court held that the departure of the captain and crew from the ship discharged the remaining seaman from all further duty under his contract so far as any act whatever could discharge him, and salvage equal in amount to what was awarded the seamen of the salving vessel was granted him.

In another case where all hope of saving the ship, or of continuing the voyage, had been abandoned, and most of the sailors had been rescued and taken to land, it was held that those who remained should be treated not as seamen remaining on wages, but the same as any other persons be; and therefore, that they might be allowed compensation as salvors for their efforts in saving a valuable part of the cargo. The pilot of a vessel greatly injured by fire was held entitled to salvage for important service rendered by him after the delivery of the ship by the captain into the hands of the master and crew of another steamboat that they might do whatever was expedient to assist her. It was held that the pilot's original contract with the boat upon which he was employed was virtually dissolved by its surrender into the possession of the salving ship.

But the seamen may have no salvage where it does not appear, unquestionably, that the departure of the master from the ship was without hope of recovery or return. Thus, where the captain and crew of an endangered ship went on board a salving ship in compliance with a demand of the captain that they should do so or he would not give them his assistance, which was absolutely necessary to them, it was held that there was not such an abandonment of the ship by the master and crew without hope of recovery or of returning to her as would vacate the contract of service on the part of the seamen so that they might be allowed salvage for services thereafter rendered in behalf of their endangered vessel. The court remarks that if the rule of law which does not allow seamen to become salvors in the ordinary course of things, and while in the performance of their duty has any solid foundation in true policy, the same principle demands that they should not be permitted to assume that character on the ground that their contract has been vacated, except in extraordinary cases, where their relation to the vessel has been finally and unequivocally dissolved, and where the master has permanently renounced all hope of recovering or returning to her.

Where one of a crew of a fishing schooner remained on board because he considered it safer than to attempt to reach shore, and the rest of the crew went on shore intending and expecting to return when the gale should have abated, it was held that there was no dissolving of the contract relations of the crew which would absolve the one remaining on board from his duty as a seaman, and, therefore, that he could not claim salvage for anything which he might find necessary to do for the safety of the vessel.

Where, after a collision, all on board left the injured boat under an apprehension that she was sinking, and many went on board the other ship, but the master and a portion of the crew remained about their ship, and finding that it did not immediately go down, entered on board again and saved a large portion of the property thereon, it was held that there was not such an abandonment of the ship by the master and crew as would change their position and character so as to entitle them to salvage as general salvors.

Although the danger of placing a salvage reward before seamen's eyes as the result of meritorious services in rescuing their ship from peril is ever in mind, the reluctance of courts to pass by unheeded any acts of genuine heroism and faithfulness in connection with extreme peril on the water has led them sometimes to award what is variously called compensation in the nature of salvage, special or qualified salvage, day's wages, etc.

This recognition by the courts of meritorious services is in no way an exception to the general rule that seamen may not become salvors of their own vessel, since general salvage and compensation in the nature of salvage are inherently dissimilar, not only as to comparative amount, but also in their relation to the applicant therefor; the former being awarded to one entitled thereto more certainly, and as a matter of right, while the granting of the latter to seamen seems to be purely discretionary with the court. The perfectly settled right of seamen, in cases of shipwreck, to recover their wages, out of proceeds of the wreck saved by them, and in some cases an additional amount to pay the expense of their return, has been declared by the courts not to change or trench upon the settled rule that a seaman acting under a subsisting contract has no standing in a court of admiralty as a salvor of his own ship.

The conclusion of the court in an early case in the federal courts after an exhaustive review of the maritime codes of most of the countries of Europe, are that in cases of distress the crew are bound to stay by the vessel and contribute their utmost exertion to save as much as possible from the wreck; that if this is done they are always entitled to full wages if enough is saved for that purpose, but, if they abandon the wreck and refuse to aid in saving it, their wages are forfeited. But the court further says that, if they do not rest satisfied with saving only what is sufficient to pay their wages, but persevere so long as the chance of saving anything remains, the law, from motives of policy, allows them, according to the circumstances and merits of their services, a further reward in the nature of salvage which is a general charge upon the whole mass of property saved. They may not, however claim as general salvors nor be entitled to be rewarded at the same liberal rate.

Four seamen, who were discharged from a United States man-of-war in order that they might go on a whaling ship in need of assistance on account of loss of men and damage by the sea, and who did so, and remained with the ship until the end of the voyage when they were given their discharge, having performed their duty to the entire satisfaction of the captain, were held entitled not only to the highest rate of seamen's wages then paid, but also to an additional sum of $35 each as salvage.

Day's wages seem to be awarded sometimes upon the theory that the ship wreck operates to annul the contracts of service. Thus, in a case before the federal court, it was declared that seamen are entitled to the reward of salvors only for very extraordinary services, in which case a small additional sum may be rightfully allowed; but that, after a total wreck, if the master and crew labor in saving the cargo, they must then be regarded not as the crew of the lost vessel, but as

the agents or servants of the shippers and therefore entitled to wages by the day at the rate of their monthly wages, or other reasonable compensation.

(Concluded.)

MERCHANT MARINE LEGISLATION.

Below will be found a compilation of all bills relating to the merchant marine that were passed during the second session of the 59th congress. Of course, it is well known the two most important bills, the shipping bill, which would have opened new mail lines to South America, and the compulsory pilotage bill, which would have abolished the tax placed upon sailing vessels in the coasting trade by certain southern states, were defeated. The following acts were passed:

Pub. No. 20 adopts the new international rule for lights on fishing vessels to take effect Jan. 1, 1908. This rule has already been adopted by the principal maritime countries and its adoption by the United States will prevent a great deal of confusion. The act reads as follows:

That the Act approved Aug. 19, 1890, entitled "An Act to adopt regulations for preventing collisions at sea," be, and hereby is, amended by inserting therein the following:

"ARTICLE 9. Fishing vessels and fishing boats, when under way and when not required by this article to carry or show the lights hereinafter specified, shall carry or show the lights prescribed for vessels of their tonnage under way.

"(a) Open boats, by which is to be understood boats not protected from the entry of sea water by means of a continuous deck, when engaged in any fishing at night, with outlying tackle extending not more than 150 ft. horizontally from the boat into the seaway, shall carry one all-round white light.

"Open boats, when fishing at night, with outlying tackle extending more than 150 ft. horizontally from the boat into the seaway, shall carry one all-round white light, and in addition, on approaching or being approached by other vessels, shall show a second white light at least 3 ft. below the first light and at a horizontal distance of at least 5 ft. away from it in the direction in which the outlying tackle is attached.

"(b) Vessels and boats, except open boats as defined in subdivision (a) when fishing with drift nets, shall, so long as the nets are wholly or partly in the water, carry two white lights where they can best be seen. Such lights shall be placed so that the vertical distance between them shall be not less than 6 ft. and not more than 15 ft., and so that the horizontal distance between them, measured in a line with the keel, shall be not less than 5 ft. and not more than 10 ft. The lower of these two lights shall be in the direction of the nets, and both of them shall be of such a character as to show all around the horizon, and to be visible at a distance of not less than three miles.

"Within the Mediterranean Sea and in the seas bordering the coasts of Japan and Korea sailing fishing vessels of less than 20 tons gross tonnage shall not be obliged to carry the lower of these two lights. Should they, however, not carry it, they shall show in the same position (in the direction of the net or gear) a white light, visible at a distance of not less than one sea mile, on the approach of or to other vessels.

"(c) Vessels and boats, except open boats as defined in subdivision (a), when line fishing with their lines out and attached to or hauling their lines, and when not at anchor or stationary within the meaning of subdivision (h), shall carry the same lights as vessels fishing with drift nets. When shooting lines, or fishing with towing lines, they shall carry the lights prescribed for a steam or sailing vessel under way, respectively.

"Within the Mediterranean Sea and in the seas bordering the coasts of Japan and Korea sailing fishing vessels of less than 20 tons gross tonnage shall not be obliged to carry the lower of these two lights. Should they, however, not carry it, they shall show in the same position (in the direction of the lines) a white light, visible at a distance of not less than one sea mile on the approach of or to other vessels.

"(d) Vessels when engaged in trawling, by which is meant the dragging of an apparatus along the bottom of the sea—

"First. If steam vessels, shall carry in the same position as the white light mentioned in article two (a) a tri-colored lantern so constructed and fixed as to show a white light from right ahead to two points on each bow, and a green light and a red light over an arc of the horizon from two points on each bow to two points abaft the beam on the starboard and port sides, respectively; and not less than 6 nor more than 12 ft. below the tri-colored lantern a white light in a lantern, so constructed as to show a clear, uniform, and unbroken light all around the horizon.

"Second. If sailing vessels, shall carry a white light in a lantern, so constructed as to show a clear, uniform, and unbroken light all around the horizon, and shall also, on the approach of or to other vessels, show where it can best be seen a white flare-up light or torch in sufficient time to prevent collision.

"All lights mentioned in subdivision (d) first and second shall be visible at a distance of at least two miles.

"(e) Oyster dredgers and other vessels fishing with dredge nets shall carry and show the same lights as trawlers.

"(f) Fishing vessels and fishing boats may at any time use a flare-up light in addition to the lights which they are by this article required to carry and show, and they may also use working lights.

"(g) Every fishing vessel and every fishing boat under 150 ft. in length, when at anchor, shall exhibit a white light visible all around the horizon at a distance of at least one mile.

"Every fishing vessel of 150 ft. in length or upward, when at anchor, shall exhibit a white light visible all around the horizon at a distance of at least one mile, and shall exhibit a second light as provided for vessels of such length by article 11.

"Should any such vessel, whether under 150 ft. in length or of 150 ft. in length or upward, be attached to a net or other fishing gear, she shall on the approach of other vessels show an additional white light at least 3 ft. below the anchor light, and at a horizontal distance of at least 5 ft. away from it in the direction of the net or gear.

"(h) If a vessel or boat when fishing becomes stationary in consequence of her gear getting fast to a rock or other obstruction, she shall in daytime haul down the day signal required by subdivision (k); at night show the light or lights prescribed for a vessel at anchor; and during fog, mist, falling snow, or heavy rain storms make the signal prescribed for a vessel at anchor. (See subdivision (d) and the last paragraph of article 15.)

"(i) In fog, mist, falling snow, or heavy rain storms drift-net vessels attached to their nets, and vessels when trawling, dredging, or fishing with any kind of drag net, and vessels line fishing with their lines out, shall, if of 20 tons gross tonnage or upward, respectively, at intervals of not more than one minute make a blast; if steam vessels, with the whistle or siren, and if sailing vessels, with the foghorn, each blast to be followed by ringing the bell. Fishing vessels and boats of less than 20 tons gross tonnage shall not be obliged to give the above-mentioned signals; but if they do not, they shall make some other efficient sound signal at intervals of not more than one minute.

"(k) All vessels or boats fishing with nets or lines or trawls, when under way, shall in daytime indicate their occupation to an approaching vessel by displaying a basket or other efficient signal where it can best be seen. If vessels or boats at anchor have their gear out, they shall, on the approach of other vessels, show the same signal on the side on which those vessels can pass.

"The vessels required by this article to carry or show the lights hereinbefore specified shall not be obliged to carry the lights prescribed by article four (a) and the last paragraph of article 11."

SEC. 2. That article 10 of the Act approved March 3, 1885, entitled "An Act to adopt the revised international regulations for preventing collisions at sea," and the Act approved Aug. 30, 1894, entitled "An Act relating to lights on fishing vessels," are hereby repealed.

SEC. 3. That this act shall take effect on the first day of January, 1908.

Approved, Jan. 19, 1907.

Pub. No. 34 repeals the law requiring that mates on sailing vessels of over 700 tons be licensed by the steamboat inspection service. This act reads as follows:

That section 4438 of the Revised Statutes be, and is hereby, amended to read as follows:

"SEC. 4438. The boards of local inspectors shall license and classify the masters, chief mates, and second and third mates, if in charge of a watch, engineers, and pilots of all steam vessels, and the masters of sail vessels of over 700 gross tons, and all other vessels of over 100 gross tons carrying passengers for hire. It shall be unlawful to employ any person, or for any person to serve, as a master, chief mate, engineer in charge of a watch, or pilot of any steamer or as master of any sail vessel of over 700 gross tons, or of any other vessel of over 100 gross tons carrying passengers for hire, who is not licensed by the inspectors; and anyone violating this section shall be liable to a penalty of $100 for each offense."

Approved, Jan. 25, 1907.

Pub. No. 68 abolishes the so-called whistling nuisance. This act was passed after an earnest campaign which was made by a leading society woman of New York City whose home was on Riverside Drive, and who was frequently disturbed by needless noises made by tugs on the Hudson river. Her efforts were shared by thousands of persons in upper New York. This act reads as follows:

That an Act entitled "An Act to amend section 4405 of the Revised Statutes of the United States," approved March 3, 1905, be, and the same is hereby, amended by inserting after the word "title" and before the word "and" the words "including regulations governing the use of whistles as signals by steam vessels and prohibiting useless and unnecessary whistling," so that the same shall read as follows:

"SEC. 4405. The supervising inspectors and the Supervising Inspector-General shall assemble as a board once in each year at the city of Washington, District of Columbia, on the third Wednesday in January, and at such other times as the Secretary of Commerce and Labor shall prescribe, for joint consultation, and shall assign to each of the supervising inspectors the limits of territory within which he shall perform his duties. The board shall establish all necessary regulations required to carry out in the most effective manner the provisions of this title and also regulations, *prohibiting useless and unnecessary whistling*, and such regulations, when approved by the Secretary of Commerce and Labor, shall have the force of law. The supervising inspector for the district embracing the Pacific coast shall not be under obligation to attend the meetings of the board oftener than once in two years; but when he does not attend such meeting he shall make his communications thereto, in the way of a report, in such manner as the board shall prescribe: *Provided*, That the Secretary of Commerce and Labor may at any time call in session, after reasonable public notice, a meeting of an executive committee, to be composed of the Supervising Inspector-General and any two supervising inspectors, which committee, with the approval of the said Secretary, shall have power to alter, amend, add to, or appeal any of the rules and regulations made, with the approval of the Secretary of Commerce and Labor, by the board of supervising inspectors, either by virtue of this section or under any power granted by this title, or any amendments thereof, such alteration, amendment, addition, or repeal, when approved by the said Secretary, to have the force of law and to continue in effect until 30 days after the adjournment of the next meeting of the board of supervising inspectors. The foregoing powers of such executive committee, acting with the said Secretary, shall also extend to the approval of the instruments, machines, and equipments referred to in section 4491 of this title."

Approved, Feb. 8, 1907.

Pub. No. 95 is intended to give a somewhat more liberal interpretation of the law which requires licenses of officers of steam vessels to be displayed in glass frames. The new interpretation is designed for the convenience of ferry boat officers in New York who

are often changed from one ferry to another upon instant notice. In such cases it is intended that the license shall not also be transferred. The act reads as follows:

That section 4446 of the Revised Statutes, as the same is now in force and effect, be, and the same is hereby, amended so as to read as follows:

"SEC. 4446. Every master, mate, engineer, and pilot who shall receive a license shall, when employed upon any vessel, within forty-eight hours after going on duty, place his certificate of license, which shall be framed under glass, in some conspicuous place in such vessel, where it can be seen by passengers and others at all times: *Provided*, That in case of emergency such officer may be transferred to another vessel of the same owners for a period not exceeding forty-eight hours without the transfer of his license to such other vessel; and for every neglect to comply with this provision by any such master, mate, engineer, or pilot, he shall be subject to a fine of $100, or to the revocation of his license."

Approved, Feb. 19, 1907.

Pub. No. 96 amends the immigration section so as to provide, after Jan. 1, 1909, more generous accommodations for steerage passengers on ocean steamers. The amendment reads as follows:

SEC. 42. It shall not be lawful for the master of a steamship or other vessel whereon immigrant passengers, or passengers other than cabin passengers, have been taken at any port or place in a foreign country or dominion (ports and places in foreign territory contiguous to the United States excepted) to bring such vessel and passengers to any port or place in the United States unless the compartments, spaces, and accommodations hereinafter mentioned have been provided, allotted, maintained, and used for and by such passengers during the entire voyage; that is to say, in a steamship, the compartments or spaces, unobstructed by cargo, stores, or goods, shall be of sufficient dimensions to allow for each and every passenger carried or brought therein 18 clear superficial feet of deck allotted to his or her use, if the compartment or space is located on the main deck or on the first deck next below the main deck of the vessel, and 20 clear superficial feet of deck allotted to his or her use for each passenger carried or brought therein if the compartment or space is located on the second deck below the main deck of the vessel: *Provided*, That if the height between the lower passenger deck and the deck immediately above it is less than 7 ft., or if the apertures (exclusive of the side scuttles) through which light and air are admitted together to the lower passenger deck are less in size than in the proportion of 3 sq. ft. to every 100 superficial feet of that deck, the ship shall not carry a greater number of passengers on that deck than in the proportion of one passenger to every 30 clear superficial feet thereof. It shall not be lawful to carry or bring passengers on any deck other than the decks above mentioned. And in sailing vessels such passengers shall be carried or brought only on the deck (not being an orlop deck) that is next below the main deck of the vessel, or in a poop or deck house constructed on the main deck; and the compartment or space, unobstructed by cargo, stores, or goods, shall be of sufficient dimensions to allow 110 cu. ft. for each and every passenger brought therein. And such passengers shall not be carried or brought in any between decks, nor in any compartment, space, poop, or deck house, the height of which from deck to deck is less than 6 ft. In computing the number of such passengers carried or brought in any vessel, children under one year of age shall not be included, and two children between one and eight years of age shall be counted as one passenger; and any person brought in any such vessel who shall have been, during the voyage, taken from any other vessel wrecked or in distress on the high seas, or have been picked up at sea from any boat, raft, or otherwise, shall not be included in such computation. The master of a vessel coming to a port or place in the United States in violation of either of the provisions of this section shall be deemed guilty of a misdemeanor; and if the number of passengers other than cabin passengers carried or brought in the vessel, or in any compartment, space, poop, or deck house thereof, is greater than the number allowed to be carried or brought therein, respectively, as hereinbefore prescribed, the said master shall be fined $50 for each and every passenger in excess of the proper number, and may also be imprisoned not exceeding six months.

This section shall take effect on Jan. 1, 1909.

Pub. No. 198 is an extension of the shanghaiing law to cover all waters under federal jurisdiction and reads as follows:

That sections one, two, and three of an Act entitled "An Act to prohibit shanghaiing in the United States," approved June 28, 1906, be amended so as to read as follows:

"Whoever, with intent that any person shall perform service or labor of any kind on board of any vessel engaged in trade and commerce among the several States or with foreign nations, or on board of any vessel of the United States engaged in navigating the high seas or any navigable water of the United States, shall procure or induce, or attempt to procure or induce, another, by force or threats or by representations which he knows or believes to be untrue, or while the person so procured or induced is intoxicated or under the influence of any drug, to go on board of any such vessel, or to sign or in any wise enter into any agreement to go on board of any such vessel to perform service or labor thereon, or whoever shall knowingly detain on board thereof or to enter into any agreement to go on board thereof by any means herein defined, or whoever shall knowingly aid or abet in the doing of any of the things herein made unlawful shall be fined not more than one thousand dollars or imprisoned not more than one year, or both."

SEC. 2. That sections one, two, and three of the Act hereby amended are repealed.

Approved, March 2, 1907.

Pub. 264 is a curiosity in legislation. It allows the Alaska Indians to operate motor boats. The Alaska Indians in question are not citizens but this bill gives them the right to own and operate small boats as though they were citizens. It reads as follows:

That all Indians of the Tsimpsean or Haida tribe of the full or mixed blood who emigrated from British Columbia and settled at Metlakahtla on Annette Island, in southeastern Alaska, in the year 1887 and subsequent years, as well as all descendants of such Indians, and all other Indians who have since become and remained bona fide residents of said Metlakahtla, Alaska, shall, if otherwise qualified, be entitled to receive and obtain licenses as masters, pilots, and engineers, as the case may be, of any and all steamboats and other craft, and also licenses as operators of motor boats and other craft, subject to the provisions of the Act of Congress approved May 16, 1906, entitled "An Act to amend section 4426 of the Revised Statutes of the United States, regulation of motor boats," *with the same force and effect as if they had been citizens of the United States;* any such Indian may be the owner of any such motor boat or other craft, subject to the provisions of the said Act of May 16, 1906, although such Indian be not a citizen of the United States, without depriving said motor boat or other craft of the benefits and privileges of a vessel of the United States.

SEC. 2. That a certificate under the hand of any officer of the customs in Alaska, to the effect that the applicant for one of the different licenses mentioned in the foregoing section comes within one of the provisions of said first section of this Act, shall, together with the affidavit of the applicant to that effect, be sufficient evidence of the fact that said applicant is entitled to the privileges conferred upon said Indians by the first section of this Act.

SEC. 3. That this Act shall take effect and be in force from and after its passage.

Approved, March 4, 1907, 11 a. m.

Special acts were passed admitting to American register the foreign-built steamers Marie, Success and Mariechen.

Capt. Thomas Donnelly, of Kingston, has begun work upon releasing the steamers H. W. Smith and Wm. Nottingham, ashore at Buffalo. These steamers were blown on the beach by the recent wind storm and a channel will have to be dredged to get them back into deep water.

MERCHANT MARINE ON PACIFIC COAST.

Congressman Humphrey, of Washington, has written the following letter to President Roosevelt regarding the condition of the American merchant marine on the Pacific coast:

The President, White House, Washington:

Mr. President: I take pleasure in submitting the following statement in regard to our merchant marine on the Pacific:

Three American steamship lines cross the Pacific.

OCEANIC LINE.

This line consists of three 16-knot 6,000-ton steamers. It runs from San Francisco to Hawaii, Samoa, New Zealand and Australia. All things considered, this is the fastest and pays the highest wages of any line in the world. It employs all white crews—one-half are American citizens. Under the act of 1891 this line received $283,000 per year for carrying the mail. It would receive under the proposed act $217,000 additional. The company has stated that if the pending bill passed it will immediately build one or two larger and better ships. This line runs in competition with one French, one German, one Japanese and three British vessels, each subsidized from two to three times as heavily as the American line. It is claimed that this line is losing several hundred thousand dollars annually. It defaulted in the interest due on its bonds last June. The company declares that this line will be abandoned unless it receives additional mail compensation. The business of this company has increased from $12,674,000 in 1896 to $27,401,000 in 1904.

PACIFIC MAIL.

This line consists of five steamers—two of 13,000 tons, two of 11,000 tons and one of 5,000 tons. It runs from San Francisco via Hawaii to Japan, China and occasionally to the Philippines—our principal mail line to the Orient. Its officers and leading men are white; crew, Chinese. This line competes directly with a Japanese line of three steamers, receiving a direct subsidy from the Japanese government of $520,000 annually. Under the proposed bill this line would receive a subsidy of $600,000.

LINES FROM PUGET SOUND.

Hill line, two vessels of 20,000 tons each. Runs from Seattle to Hongkong.

Boston Steamship Co., two vessels of 10,000 tons each.

Boston Towboat Co., three vessels.

The last two named lines run from Puget sound to Japan, China and the Philippines, with occasional visits to Siberia and Manchuria. These lines are our best and most regular means of communication with the Philippines. The vessels from Puget sound run in direct competition with a Japanese line of three vessels, subsidized $333,000 annually, and with a British line of three vessels, subsidized $300,000 annually. The Boston ships have always been run at a heavy loss. The proposed bill gives a subsidy of $420,000 for a fortnightly service between the north Pacific coast and the Philippines. This would require the building of two or more additonal steamers, as the vessels of the Boston Towboat Co. are not fast enough to meet the requirements. The foreign trade of the Puget sound has increased since the establishment of the Boston Steamship Co., the first of these lines, in 1901, from about $20,000,000 to $66,600,000 in 1905.

Last year the foreign trade of the countries bordering on the Pacific was $3,746,976,000. These figures demonstrate the vastness of our opportunities.

Government subsidy is not the only or greatest handicap of the American vessel on the Pacific. The cost of constructing the American ship, character of vessel considered, as compared with the foreign ship with which it competes, is from 30 to 50 per cent greater. The cost of operating the American ship is from 20 to 30 per cent greater. The Japanese government, in addition to the subsidies mentioned, also pays a subsidy from $10 to $12 per ton on vessels constructed in Japan. Against these conditions, this competition with foreign lines heavily subsidized and with the tremendous advantage of cheaper construction and cheaper operation, American patriotism, energy and ingenuity, however great, cannot much longer contend. The fate of the pending bill will be the fate of our flag on the Pacific.

What the disappearance of our flag on the Pacific will mean in relation to the army and navy you so well understand that it would be useless to refer to it in detail.

It has been repeatedly asserted and not denied that Japan has been negotiating for the purchase of all first-class American ships on the Pacific. Representatives of the Oceanic line,

the Pacific Mail and the Boston Steamship Co. admit that such statements are true and say that the final result of such negotiations will be largely determined by the action of congress on the pending legislation. Japanese lines running to this country now give rebates and other advantages to Japanese merchants in the United States that has resulted in driving out of business several competing American firms in this country. Should Japan purchase either the vessels of the Pacific Mail or of the Hill line, one of the conditions of such purchase would almost certainly be an arrangement with the railroad owning these lines to carry their freight. Japan would thereby not only dominate the ocean, but to a great extent would control the traffic on land.

Recently there was formed what is called the "Sailship Owners' International Union." It is composed of English, German and French sailships. It represents more than 1,336,000 tons, practically the entire sail tonnage of these three nations. In its printed agreement it sets forth that its principal object is to raise freight rates from American Pacific ports. A heavy penalty is provided for any ship carrying for less than the minimum prescribed by the combine. It has increased the rate on a ton of wheat from the Pacific coast to Europe from $1.25 to $2.50 per ton. It has increased freight rates generally from Pacific ports more than 100 per cent. The trust makes no attempt to conceal its objects, and its purposes. It is preying on American commerce and as it is beyond our law and as we have no ships to compete with it, we are compelled to pay such tribute as it sees fit to levy.

EDWARD S. MINOR ON THE SHIPPING BILL.

Hon. Edward S. Minor, of Wisconsin, made a splendid speech in the house of representatives on the shipping bill during the debate on the Littauer bill. The speech ought to convince anyone upon the merits of the measure. Representative Minor said:

I support this bill not because I believe it is just such a bill as we should have, but I support it because it is the best we can get. I support it because, in my judgment, it is a step in the right direction. Had I possessed the power to legislate for the country I would have made a bill much broader in its provisions than the one before us now. I am a firm believer in the cargo subsidy, and for that I have worked the best I could, but all legislation, we are told, is the result of compromise, and in deference to that theory and accepting the judgment of those who are better able to judge than I, I give up my cargo idea and indorse this as coming the nearest to meeting my views of anything we could secure.

Mr. Chairman, there is absolutely nothing in the bill except the continuation of a policy which was adopted by congress in 1891. We then enacted legislation that enabled the postmaster-general to contract for the carrying of mail across the seas and to foreign countries. We subsidized or paid mail subvention to certain ships whose owners were willing to enter upon the service provided for by law. Unfortunately that subvention was too small for the legislation to accomplish all that its friends desired, and this is simply a continuation of the policy with more liberal or adequate pay for the service rendered. It has been charged throughout the length and breadth of this country, away from the seacoast, particularly in the middle west and in the south, that we are endeavoring to put our hands into the treasury and taking out money to pay for services not rendered, which statement we, who favor this bill, denounce as being absolutely without foundation in fact. We are simply asking that ship owners who enter into contracts with the postmaster-general shall carry the mails as provided for at a certain rate of speed and at stated times and to receive therefor the stipulated amount provided in the contract, which may be awarded by the postmaster-general as the bill provides.

Mr. Chairman, we are paying today $50,000,000 for the transportation of our mail by land. Is it right or is it wrong? If it is right to pay this vast sum of money for the rapid transportation of mail across the continent and to other points within the United States by rail on the land, why may we not with equal propriety and justice pay a reasonable sum for the transportation of mail by ships on the high seas? If it is wrong, then repeal your provisions in the postal mail law that provides for the payment of subsidies to railroads. If we are paying this vast sum to railroads for carrying mails across the continent, why do we do it if it is not for the reason that the American people demand the most expeditious transportation of their mails? They exact constant, frequent, and rapid communication one with the other, because the producer and the consumer by these rapid mails are brought in close touch with each other, and so we say the purchasers of our products in other countries should be reached by mail in the shortest time possible. We must find markets abroad for a part of our goods because the productive capacity of this country is so great that the least thing that might happen to interrupt the great wave of prosperity now running so high throughout the country under the splendid policies of the Republican party would compel us to look abroad for customers with whom we could place our surplus and if we expect to find purchasers abroad we have got to be placed in close, frequent, and rapid communication with them. You can not expect to succeed where you are denied the advantages of rapid mail facilities that places you in close touch with the purchaser of your commodities.

In South America there are great opportunities for cultivating a demand for our products. Argentina alone has a foreign trade of $500,000,000 annually. Her wants can be supplied by us, her imports are largely what we produce and must find a market for. But, gentlemen, what is the situation? Unfortunately not one single American line plies between our ports and the ports of South America. Six or seven irregular foreign tramp ship lines, employing obsolete sailing tramp ships, are the only means by which we can reach that country direct, and it is a startling fact that if the chairman of this committee desired to go to Buenos Ayres rapidly and with some degree of comfort he would be compelled to take a ship in New York and go to Liverpool, across the Atlantic, and from Liverpool to take an English ship and recross the Atlantic and go to Buenos Ayres, thus crossing the Atlantic twice. Then our chairman, if he should undertake that trip, would reach Buenos Ayres far in advance of the fellow who left New York the same day on one of these slow foreign ships. And so it is with your mail. Those ships are making from nine to eleven knots per hour and carrying your mail. This bill provides for 16 knots per hour. If you desire to get a letter to Buenos Ayres quickly you must send it via Liverpool, England, across the Atlantic, and have it recross and go to Buenos Ayres, and you will get your answer much in advance of the communication between New York and Buenos Ayres by the present direct lines. So, I say, that if we expect to cultivate, to extend, to increase and build up American trade and increase the demand for American products we must place ourselves in closer communication and in more ready touch with those to whom we expect to sell our goods.

Mr. Chairman, I happened to be a member of the Merchant Marine Commission that traveled all over this country in 1904 taking testimony touching this vital question. We visited nearly every port in the United States, and at each one of these ports we invited all who wished to do so to come before us and testify, and the testimony taken at Cleveland alone was enough to convert any man, no matter what his prejudice might have been, against this proposed legislation. We were told by the president of one of the great industrial concerns of that city that they undertook to build up a trade in Argentina and other places in South America where there was great demand for their goods, but that it was absolutely impossible to do so. He said: "We can ship our products from this factory here in Cleveland without difficulty; we can lay them down at tide water regularly, but when we get to tidewater we must depend on a foreign ship to carry them to South America, and of all the ships trading to South America

none, so far as we know, are equipped for the handling of heavy castings, heavy steel and iron machinery. They are not provided with powerful windlasses and winches and great purchase blocks, such as are necessary to enable them to handle this class of heavy freight, and the result is that that machinery lies at tide water waiting for a suitably equipped ship to come, and when the ship comes and takes it on board and it goes to its destination—frequently it reaches there after expiration of the contract providing it should be there—often with broken and lost parts. Thus our contract has been violated and we are liable to damages, and the result is that after several years of effort to build up that trade we have been compelled to abandon it to Europeans and other foreigners, when if we had been able to ship our goods in American ships with regular sailings we could have built up an immense trade."

Mr. Chairman, I want to refer for just a moment to the situation on the great lakes, because it has been my theory from beginning to end that if we do our duty toward the merchant marine engaged in foreign trade, we will thereby cheapen freight, and to illustrate my position I want to refer to the great lakes where I live. Well do I remember, Mr. Chairman, away back in 1858, prior to the war, when the largest cargo vessels on our lakes were what we called "canal sailing schooners," and the most that one of them could carry was twelve or fourteen thousand bushels of grain or 600 tons of coal.

These vessels sailed down to eastern ports with twelve or fourteen thousands bushels of grain and there loaded with coal for a return cargo, and on that freight, Mr. Chairman, the vessel received for the grain 16 to 20 cents a bushel and frequently 25 cents a bushel, and for coal back, $3 a ton. I have watched the progress and development of lake shipping from that time to this. We began immediately after the war, or about 1867, to build larger, and as we built larger vessels the freights went down. So it continued from decade to decade until today what do we find? We find the grandest ships that float upon the surface of the waters of the globe upon the great lakes—the most beautiful, the most useful for the purposes for which they were constructed that have been built anywhere under the sun. We find them today 600 ft. long, 60 ft. beam, and 35 ft. in depth, capable of carrying 14,000 tons of coal or iron ore, and with our modern appliances we can load one of these monsters in two hours. We find them carrying 400,000 bushels of grain; and you can ship coal from Ohio ports to Duluth, a thousand miles away, for less money than it takes to move that same coal from the sidewalk into the basement of your home; and the ships that are now carrying grain for a cent and a quarter a bushel are making more money by reason of their increased carrying capacity and their modern economical power than they were when the ships were carrying 600 tons of coal each and transporting it at $3 per ton, although thousands of tons of coal are now carried at 30 cents per ton 1,000 miles. Mr. Chairman, last year through the "Soo" canals went 51,750,000 tons of freight, and down the Detroit river floated more than 70,000,000 tons. Ah, sir, 200 tons of freight pass the city of Detroit every minute in the hour and every hour in the day and every day in the month for eight months—and that means the season of navigation, and this freight was moved at the rate of eight-tenths of 1 mill per ton mile. Such a record was never before heard of in the world; and now I want to read a statement based upon official records which may be found in the war department, made by William Livingstone, the president of the Lake Carriers' Association, that may be new and possibly astonish some of the members of this house, especially when it is known that this statement is based on the cheapest railway freights known, which are from 4 to 5 mills per ton mile.

Mr. Livingston says:

I am now in receipt of figures showing that the amount of saving in freight rates on Lake Superior alone during the year 1905 exceeded by $1,000,000 the entire amount appropriated by the United States government for all the harbors and waterways on the great lakes above Niagara Falls from the formation of the government up to the close of that year, and that the saving on Lake Superior commerce for the year 1906, just closed, exceeded by $13,000,000 the appropriations above Niagara Falls from the formation of the government up to the close of 1906.

And, gentlemen, that is a copy of the official record that may be found at the war department, submitted by the International Waterways Commission. If such things can be accomplished on the great lakes, why may we not with proper encouragement build larger ships for the foreign trade, equip them with more modern and economical machinery, plan our docks and our hoisting apparatus so that we may more expeditiously handle cargoes, and thereby cheapen the rate of freight across the Atlantic and the Pacific? Every dollar thus saved is a dollar added to the profits of the producers here at home. If we can do that, we have conferred a blessing upon the farmers, the producers, and the laboring men of this country. That has been my hope from the beginning, and that is why I have given to this measure all the consideration that I was capable of giving it for the past eight years. Another thing I want to say to you gentlemen from the Atlantic and Pacific coasts, who think perhaps we are but infants on the lakes, that today on the great lakes floats more than one-third of all the registered and enrolled tonnage of the United States. If we can accomplish this much on the great lakes in such a comparatively short time, we have done a splendid work. We have brought the producer and consumer just that much closer together. It is but a few years ago that it cost the farmers of Iowa, Wisconsin, and eastern Nebraska 30 or 40 cents per bushel to get their grain to the consumer. Today it is a cent and a quarter a bushel on wheat, so far as lake freight is concerned, and that means to the farmers of the middle west much saved in transportation.

Mr. Sulzer. Will the gentleman permit a question?

Mr. Minor. Oh, surely.

Mr. Sulzer. The ships on the great lakes are built there, are they not?

Mr. Minor. Yes.

Mr. Sulzer. You do not get any subsidy?

Mr. Minor. No; but we get a better thing; we get protection by reason of the coastwise laws. (Applause on the Republican side.) And that is what I am coming to. Whenever an industry of this country has received the fostering care of protection as advocated and enunciated in Republican platforms and carried into effect by Republican administration that industry has prospered. (Cheers on the Republican side.) Ships flying the American flag engaged in the foreign trade are outside of the bulwark of protection, but are still under the old Democratic free-trade policy. What is the result? Gone, gone off the sea. The time was when we built ships for the world.

Up to 1861 we were carrying considerably more than two-thirds of the commerce in and out of this country. But in 1862, as a result of the war, 750,000 of American tonnage went out from under our flag, and we have never been able to regain it. I know they talk about free ships. Free ships? Oh, Lord! The Democratic party is talking about free ships, free

trade, and free silver, and we have been doing that for all these years and they have been rapidly losing their prestige with the American people till the places that knew them once shall know them no more forever. There is not a Democrat who served on the Merchant Marine Commission, and I believe not one now on the committee on Merchant Marine and Fisheries, that today advocates the purchase of ships abroad free of duty. You can go over to England and buy them much cheaper—35 per cent cheaper—than you can purchase them here. Why? Because of the cost of labor employed in their ship yards. Where is the Democrat—let him rise if he is here—who desires that, the American mechanic employed in the ship yards, the American laborer employed there, or the American labor employed in the great iron mines of the west or on the railroads shall have wages reduced to a level with foreign labor? Let him get up if that is his position, and if it is not his position and he is willing to admit that ships constructed in our yards cost from 30 to 35 per cent more than in England, then join with us and pass this bill.

Mr. Goulden. Will the gentleman permit an interruption?

Mr. Minor. Surely.

Mr. Goulden. I would like to ask the gentleman why all the labor organizations in this country, and the patrons of husbandry, the Seamen's Union, in fact, all the labor organizations, are opposed to this bill?

Mr. Minor. I want to say to the gentleman from New York, Mr. Chairman, that it is not true. The boiler makers, the riveters, and the iron-ship builders came before the committee in armies and advocated the passage of this bill in your presence.

Mr. Goulden. Will the gentleman allow me? I want to say that that was denied authoritatively by a telegram from the boiler makers' union and from the iron ship builders' union. They had no authority to speak for them. You will remember it was denied by a telegram, and, authoritatively, by their president. Mr. Gompers also came before us and denied it absolutely and proved it to our entire satisfaction.

Mr. Minor. To your satisfaction only. Mr. Chairman, it never has been successfully denied. Oh, they tried to make out that there 'was gross forgery. They tried to drag a certain gentleman in New York into the court, but when they got down to the facts and took the affidavits, they gave it up. The trouble is that the president of the Federation of Labor is opposed to this bill, or was opposed to it—I have not heard from him lately—because of the conscription clause, as he termed it, and gentlemen, unfortunately I believe for this country, he exercises too much control over 3,000,000 laboring men in the United States.

The so-called "conscription clause" never had any place in any bill. It could be found nowhere except in the minds of those who were opposing this legislation.

Mr. Gompers is not recognized as a broad-gauged American citizen. He is not a ship builder; he is a cigar maker by trade. He came before our committee and antagonized this bill in deference to the wishes of those of his order who belong to the seamen's union. The boiler makers' union, the riveters' union, the iron ship builders' union came before our committee and urged the passage of this legislation. These men were of a high order of intelligence, fully as bright and respectable as the much-vaunted "boss." I call on every member of the Merchant Marine Committee on the majority side to correct me if I am not right. It is only a part of the Federation of Labor, under the whip and spur of its president, that opposes this bill. Why should they oppose it? They are organized for the upbuilding of the best interests of the laboring men of the country, and this bill not only touches the men in the ship yards on the coast, but it begins away up in the mines where they dig the ore from the ground. It begins in the woods where they fell the trees for the lumber. It continues along down our lakes and affects the vessels that carry the ore. It goes across to Pittsburg, and in the manufacturing plants of that city it reaches thousands of laboring men, all of whom will be benefited by this proposed legislation. Why oppose it? The opposition to this bill is grounded on misconception, false teaching, and demagogism. There is nothing in it.

Now, Mr. Chairman, on yesterday I was very much surprised to hear an eminent gentleman, for whom I entertain the highest opinion, get up on the Democratic side and say we were building more ships out of wood today than we ever built in the history of the country. I heard him say it, and for fear that I might be mistaken I went to the Record this morning and looked it up, and that was his language. Oh, I am sorry that any man who possesses intelligence enough to represent a constituency on this floor should make such a statement as that, so misleading; and it is statements of that character, made to the people in the middle west, that has led our citizens so largely astray. What our people want is light on this subject, which is perhaps the hardest to understand of anything that has been presented to them in recent times; but when the light comes and they realize that this bill means the employment of thousands of laboring men, a demand for thousands of tons of material, and that it means an opportunity of sending our mails with despatch, that it means the lading of those ships with American products, that it means the manning of those ships by Americans, that it means American men and American officers on American ships, with American products and going abroad to find markets for the products of American farmers and laborers of our land, and that it means the flying of our flag at the masthead of additional American ships, I believe they will all support it. I want to correct the gentleman from Illinois (Mr. Rainey), who said that we are building more ships now out of wood than ever before. I want to read an extract from the report of the Commissioner of Navigation. In the year 1855 the vessels built and documented in the United States aggregated 583,450 tons gross, of which 1,891 tons were metal and 581,659 tons were of wood.

The time of Mr. Minor having expired, Mr. Goulden yielded to him five minutes more.

Mr. Minor. In the year 1906 the vessels built and documented in the United States aggregated 418,745 tons gross, of which 297,000 were of metal, and only 121,000 tons were of wood. I infer that the gentleman from Illinois did not take the necessary time to inform himself thoroughly.

Mr. Chairman, there are practically no wooden vessels built for commercial purposes today. You can not point to them. The gentleman undoubtedly posted himself on this matter about as well as he did on the watchmaking business a short time ago.

Now, in closing, I want to say that when I see the Democratic party in the house lined up against a proposition as they are lined up against this, I do not hesitate in declaring my position. Everything they have touched in the past has gone to decay, and if they should ever have the opportunity to touch any American industry in the future it will go to decay. Democracy flourished best when surrounded by wreck and ruin caused by its own mis-directed policies that insure the decay of American industries.

Gentlemen, hark back to the last presidential campaign; go back to

the campaign between McKinley and Bryan; then go back to the time when you were shedding crocodile tears for fear of the passage of the Dingley tariff bill, that, as you said, would ruin the country and impoverish the people. Your love for us was then unceasing and boundless. We were urged to place ourselves in your fostering care; and we had your sympathies for fear we were going to disintegrate. But thanks to the intelligence of the people and the congress, God be blessed, the Republican party won at every point; this American republic still lives and the flag flies over the most prosperous nation in all the world, made so by the brilliant policies of the Republican party. (Applause on the Republican side.)

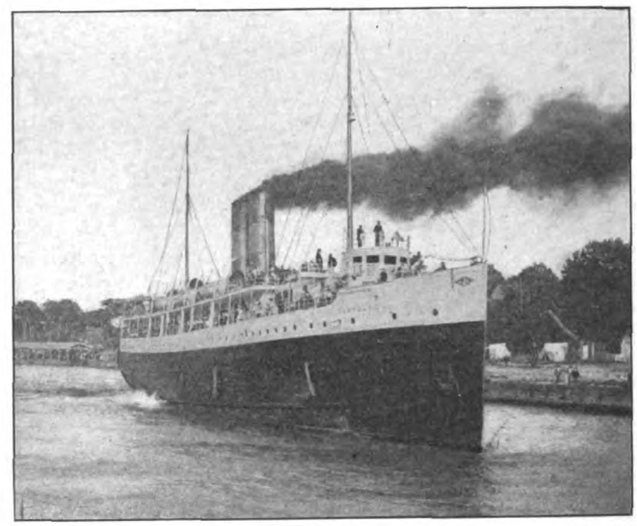
We have 6,674,969 tons of American shipping, of which amount 5,735,483 is under the coastwise laws and 939,486 tons in the foreign trade. The world's shipping at the close of 1904 amounted to 37,806,609 tons. England had at the close of the year 1904 approximately 11,000,000 tons, nearly all of which is available for the foreign trade.

We are paying to foreign ships each year for transporting our exports, imports, and passengers $200,000,000, all of which goes out of the country. At the present time foreign ships are carrying 90 per cent of our products and about the same per cent of our imports. It is unfortunate that our people do not study this question more thoroughly. If they gave this subject more thought, they would be prepared to meet demagogues and false teachers, who are purposely or otherwise misleading the public, especially people of the Middle States.

Mr. Chairman, during the last campaign I heard a candidate in a public address say that ships on our great lakes did not need this kind of help, that they were in a flourishing condition, and that he was therefore opposed to this legislation. When men who assume to be competent and qualified to become members of this house will ignorantly make a public statement of that character we should not wonder at the prejudice among our people against this bill. Let it be known once and for all time that all ships on the great lakes, all ships in the coasting trade on the Atlantic and Pacific, are excluded from this bill. No benefits of any kind are proposed by this bill for any ships except those contracted with by the postmaster-general for carrying the mails, and they receive only the sums provided in the bill. And these steamships must carry the mails from ports in the United States to ports in foreign countries.

EASTLAND COMING TO LAKE ERIE.

The steamer Eastland, which was built by the Jenks Ship Building Co., Port Huron, Mich., in 1903, for the Michigan Steamship Co., has been purchased by a new company organized at Cleveland. It is the purpose to operate the steamer between Cleveland, Cedar Point and Toledo during the coming season. The Eastland is 279 ft. long over all, 265 ft. keel, 38 ft. beam, and 22 ft. 8 in. deep. Her engines are triple-expansion with cylinders 21, 34 and 56 in. diameters by 30-in. stroke, supplied with steam from four Scotch boilers, 13 ft. 6 in. diameter by 12 ft. 6 in. long, allowed 200 lbs. pressure. Her boilers have recently been equipped with Ellis & Eaves draft by the American Ship Building Co. The Nicholson log shows upon one trip on Lake Michigan the Eastland's speed was for a short distance over 22 miles an hour. The distance from Cleveland to Cedar Point is 53 miles, and the new company expects the boat to make 20 miles an hour. If she does this she will be doing very well, as 20-mile boats on the lakes are very scarce indeed. Under the proposed schedule the steamer will leave Cleveland at 8 o'clock, landing passengers at Cedar Point at 11. The steamer will then continue on her run to Toledo and will call at Cedar Point at 6:40 on the return trip, landing passengers in Cleveland at 9:30 P. M. The company has secured dock frontage on the east side of the river just north of the Main street bridge and will build a new dock 600 ft. long, at Cedar Point on land upon which a ten years' lease has been secured. The Eastland is a good boat in every particular, having four decks with 68 staterooms, and an excursion capacity of 3,500.



TWIN-SCREW STEAMER EASTLAND.

The prospectus of the new company calls for a capital stock of $150,000 and an issue of $125,000 bonds. According to the plan the purchasing company intends to charter the Eastland to an excursion company obligated to pay interest on bonds, to retire the bonds in lots of 10 per cent per annum, to pay all expenses of operation, to pay 6 per cent on the capital stock and half the remainder of the profits. The new company has been financed by the Depositors' Savings & Trust Co. The principal stockholders are Charles B. Shanks, Alexander Winton, Charles T. Reed, Newton D. Baker, E. W. Doty and Walter C. Baker, all of Cleveland, and Arthur J. Wills of Akron. Mr. Charles B. Shanks will probably be elected president of the company, and Mr. A. E. Thompson will be appointed general manager.

CAPT. U. S. CODY.

Capt. U. S. Cody is a native of "East" Marine City, a quiet little hamlet on the St. Clair river known to some as Sombra. He was born there in 1867, and has a brother, Capt. Fabian Cody, who dates his career from the same peaceful hamlet. Both brothers have a host of friends on the lakes.

Capt. U. S. Cody started sailing in 1884 on the old C. J. Kershaw, which was afterwards wrecked on Lake Superior. He was also on the Oceanica, James Fisk Jr. and the E. S. Pease. Following this, he went up and passed the examination for a pilot's license. This was in 1888. He was second mate on the steamer Northern Light and Wocoken and Pasadena. The Edward Pease, State of New York, Lewiston, and Aurora all found him in a mate's berth. He attained a captain's dignity in 1900, when he went on the barge Ashland for two seasons. From the Ashland he succeeded to the Quito for one season, Iron Chief for two seasons, Andaste for one and the Frontenac last season.

The steamer J. T. Hutchinson is one of the best commands on the lakes though she is small compared to many late boats. She is about as fast as they make them and, like the Martin Mullen, is never known to be delayed.

SUMMARY OF NAVAL CONSTRUCTION.

The summary of naval construction for March is quite interesting. The battleship Vermont was completed, delivered to the government and preliminarily accepted on Feb. 11. The battleship Minnesota was completed and delivered to the government March 4. Following is the summary:

BATTLESHIPS.

Name of Vessel.	Building at	—Per cent of completion.— Feb. 1, 1907.	March 1, 1907.
Nebraska	Moran Bros. Co.	98.78	99.0
Vermont	Fore River S. B. Co.	99.0	
Kansas	New York S. B. Co.	97.4	98.0
Minnesota	Newport News S. B. Co.	99.0	
Mississippi	Wm. Cramp & Sons	71.72	76.25
Idaho	Wm. Cramp & Sons	67.87	69.77
New Hampshire	New York S. B. Co.	61.8	63.5
South Carolina	Wm. Cramp & Sons	6.32	7.74
Michigan	New York S. B. Co.	5.9	8.29

ARMORED CRUISERS.

California	Union Iron Works	97.8	98.8
South Dakota	Union Iron Works	95.2	95.9
North Carolina	Newport News S. B. Co.	71.56	73.28
Montana	Newport News S. B. Co.	66.05	68.26

PROTECTED CRUISERS.

Milwaukee	Union Iron Works	99.96	100.0

SCOUT CRUISERS.

Chester	Bath Iron Works	64.18	64.79
Birmingham	Fore River S. B. Co.	59.0	64.1
Salem	Fore River S. B. Co.	59.2	64.2

SUBMARINE TORPEDO BOATS.

Submarine T. B. No. 9	Fore River S. B. Co.	91.0	91.0
Submarine T. B. No. 10	Fore River S. B. Co.	89.1	89.1
Submarine T. B. No. 11	Fore River S. B. Co.	92.5	92.5
Submarine T. B. No. 12	Fore River S. B. Co.	88.5	88.9

CAPT. GEO. H. COTTRELL.

Capt. Geo. H. Cottrell, whose half-tone accompanies this sketch, is one of few lake pioneers still alive who has seen

CAPT. GEORGE H. COTTRELL.

the traffic on the lakes grow from nothing to fifty million tons. He is now living at his old home in Marine City having reached the advanced age of ninety years, notwithstanding three strokes of paralysis.

Capt. Cottrell was born in the township of Cottrellville, Nov. 25, 1816, and began sailing in 1836. Being related to Capt. Sam Ward, Marine City's pioneer shipbuilder, he sailed many boats built by him. He started his sailing career on the schooner St. Clair, the first boat built by Ward at what was then known as Newport.

Capt. Cottrell commanded the old-time sidewheeler Huron when he attained the dignity of a master, and also acted as master on the steamers Montgomery, Sam Ward, Forest Queen, Huron, second, and others. He retired in 1870, having been a skipper twenty-nine years. During his long career, he never had an accident of any sort.

Though ninety years of age, Marine City's "grand old man" would never be accused of having lived so long. He is so well preserved, notwithstanding infirmities, he might more readily be considered not a day over sixty.

The barge Eliza Gerlach in tow of the tugs Davis and Wilson, made the trip from Lorain to Cleveland on Saturday last, being the first arrival at the port of Cleveland for the season of 1907. The Gerlach will take on two boilers for the steamer Hugh Kennedy, building at Lorain.

N. D. Carpenter of Detroit, has sold the wooden steamer A. L. Hopkins to Capt. Albert Dixon of Cleveland and Lawrence of Buffalo. The Hopkins was built at Marine City in 1880 and measures 174 ft. long.

FEW FACTS ABOUT SUBMARINE SIGNALING.

Capt. Bond, of the Merchants & Miners steamship Kershaw, reports hearing submarine bell on Fire island lightship a distance of five miles under a speed of 14 knots, during a thick fog.

On Feb. 23, King Edward's yacht Victoria and Albert made a satisfactory test of her submarine signal apparatus in connection with the cruiser Dryad.

William S. Spaulding's yacht Isis is being equipped with the submarine signal system.

North German Lloyd steamer Kaiser Wilhelm Der Grosse reports hearing Fire island bell a distance of 12 miles in a thick fog; also on the same trip got the Sandy Hook bell nine miles, dead ahead. The bell was very loud, and was used to determine the course.

Officer Bickwell, of the Boston & Philadelphia S. S. Persian in a thick fog located the submarine bell on Overfalls lightship a distance of five miles, within one-half point on the port.

The Borkum flat light vessel in the North sea is being equipped with submarine apparatus by the German government.

Gedney channel buoy submarine bell was picked up by the Hamburg-American steamship Amerika 2½ miles in a smooth sea.

Kaiser Wilhelm II reports hearing bell on Weser lightship under a speed of 23 knots a distance of 4½ miles and located vessel within one point on port bow.

The work of equipping great steamships Mauretania and Lusitania of the Cunard line has begun.

S. S. Friedrich Der Grosse, of the North German Lloyd line, in a rough sea, weather hazy, heard bell on Weser lightship a distance of five miles under a speed of 14 knots.

Orders have been received from the Staples Coal Co. to equip their tugs Eureka, Concord and Waltham with the submarine signal system.

Names selected for the eight steamers building by the American Ship Building Co. for the Lackawanna Steamship Co., according to yards are: Elba, building at Cleveland; Odonah, Adriatic, Cyprus, Crete and Verona at Lorain; Hemlock at Bay City; and Calumet at Detroit.

The dredge Old Hickory, building for the Duluth-Superior Dredging Co., was launched at Duluth last week. This dredge is 130 ft. long and 43 ft. beam and is one of the largest in the world.

THE MARINE REVIEW

DEVOTED TO EVERYTHING AND EVERY INTEREST CONNECTED OR ASSOCIATED WITH MARINE MATTERS ON THE FACE OF THE EARTH.

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March 21, 1907.

THE SHIPPING BILL.

While the defeat of the shipping bill was a sad blow to the hopes of the American merchant marine and a matter of great discouragement to a few enterprising Americans who had endeavored to operate American steamships in the foreign trade, still hope should not be given up. The movement is more thoroughly alive today than it ever was. There is no doubt but that President Roosevelt intends to make it an issue and to bring it prominently before the people in speeches that he will make this summer. Other influences are operating to bring the subject acutely before the people and that undoubtedly when congress meets next December bills will be introduced in both houses.

THE PANAMA CANAL.

Secretary Taft and Congressman Burton will leave for Panama on the battleship Louisiana to inspect the situation in the canal zone. It is gratifying to a very large element that the president has suggested this duty to Mr. Burton. Those who know Mr. Burton intimately are quite aware of his extraordinary capacity to analyze such a situation as now exists in the affairs of the Panama canal. Mr. Burton's whole mind has been trained along these lines for a generation. His motives have always been unchallenged and he is not readily influenced by feelings of personal consideration. Whatever report he may bring back from Panama will have the merit of being absolutely unbiased. The construction of this canal is the most enormous undertaking of modern times, and national capacity and national honor are both involved in it.

CREWS OF PASSENGER BOATS.

The appalling catastrophe of the General Slocum followed by the great loss of life in the recent Larchmont disaster, has stirred up a great many societies throughout the country and has had a corresponding action upon the steamboat inspection service. Of course, there are steamboat companies that are lax in observing rules for the safety of navigation, but it should be stated in justice to the steamship companies in general that such companies are relatively few. Naturally a responsible steamship company is more anxious than anyone else to safeguard its property and to observe every known precaution. The business is one, of course, in which the element of risk is ever present, as every business must be which is waging an eternal contest with the elements. There is no such thing as a fire-proof ship, especially an excursion steamer which has to carry her total cargo well above the water line. On such vessels combustible material can be reduced to the minimum, but it cannot be altogether eliminated. The rest must consist of personnel. The boards of trade of Massachusetts have recently inaugurated a movement to secure national legislation, making it compulsory that all passenger steamers shall have trained crews. In a letter to President Roosevelt and to Mr. Oscar L. Straus, secretary of commerce and labor, further representations have been made by these boards of trade that "many passenger steamers are today practically unmanned, except by an irresponsible crew and heterogeneous lot of freight handlers and lumpers who are more familiar with cant hooks and freight trucks than with life boats and life-saving devices; who are already over-worked and not receptive to training, and therefore not adapted to render effective aid in an accident, but who, as often demonstrated, themselves take possession of the lifeboats and crowd defenseless women and children into the sea."

This language is that of the representation to the president and while unfortunately just in some particulars, is unjust in general application. There are probably crews made up of such material, but not among responsible companies. However, it is true that crews have taken possession of lifeboats to their everlasting disgrace. Secretary Straus has replied to the representation as follows:

"I am doing everything in my power, under the law, to insure the safety of passengers, and some days ago, after witnessing a fire drill on one of the boats here, I directed the inspector-general of the steamboat service to insist on a better class of men being employed on many of the passenger boats. I have also, in conjunction with the supervising inspector-general, issued orders for other changes, making the inspection more thorough by the transfer of assistant inspectors. This is as far as the law permits me to go in that respect. I have also ordered that there be three inspections annually, instead of one, as heretofore."

FREIGHT SITUATION.

Vessel owners expect to enjoy during the coming season the best year in the history of lake trade, that is to say, in the general volume of business transacted and continued firmness of the market. The ore rate is the same as last year, 75 cents from the head of the lakes, 70 cents from Marquette and 60 cents from Escanaba, and the wild rate has also opened at these figures. Including the fleets of the iron-mining and steel-making companies, capacity to move 35,000,000 tons is engaged, and it is expected that the ore movement will be conservatively 40,000,000 tons during the present year. In fact, it is likely to be more than this.

Last year was a very good year for

the small boat, but this year will be even better. Probably about 7,000,000 tons of vessel capacity has been tied up on the season coal contracts, but vessel owners are now beginning to refuse further contracts, preferring to take their chances wild. The wild rate, of course, opened at the contract rate, but if the coal movement is heavy, and there is every indication that it will be, this rate must sensibly advance. Last year coal rates were marked up 10 cents in August. With this fact before them and the further indication that the lake season will probably open late, owners of small wooden tonnage can see a premium in the business.

Grain shippers at Duluth are offering 2 cents for first cargoes on wheat but vessel owners believe that the situation justifies a better rate and are holding for 2¼ cents. Vessel owners generally feel that they are entitled to a somewhat better rate this year as operating expenses are of course higher. Wages are a trifle higher, fuel coal will be 10 cents a ton higher (a considerable item), and marine insurance rates have advanced. The insurance policy of 1905 will be restored. This means that the season of navigation will end Dec. 5 instead of Dec. 12, and that the deductable average clause is restored to the policy. Rates on first class steamers are advanced to 4½ per cent.

The movement of ore from Lake Erie ports to furnaces is heavy and docks will be fairly clear before navigation opens. This rush of the ore from dock to furnace is prompted by the fact that rates will be advanced 5 cents per ton early next month by the railways and the furnaces naturally want to get as much of their ore forward before the rate is advanced.

SUBMARINE SIGNALING ON THE LAKES.

Prof. Lucien T. Blake of the Submarine Signal Co., and Mr. Wood, master mechanic, have been inspecting during the present week a number of steamers of the Pittsburg Steamship Co.'s fleet at Erie with a view to equipping them with submarine signal apparatus. The apparatus on ocean steamers is usually placed in the forepeak of the vessel, which, as is well known, is submerged in this type of vessel to a fair depth. On the lake type, however, especially when traveling light, the forepeak may be two or three feet out of water. The apparatus on lake steamers will probably have to be installed in No. 1 tank. Supt. W. W. Smith of the Pittsburg Steamship Co.'s fleet, is now conferring with the experts of the Submarine Signal Co. to determine the best location for the equipment. As soon as this point is settled probably twenty of the more modern steamers of the Pittsburg Steamship Co.'s fleet will be equipped with the apparatus. Other lake steamers will also adopt the system before the season of navigation opens. The apparatus was during the past week installed on the lightship Kewaunee stationed on southeast shoal, Point Au Pelee, Lake Erie. The Kewaunee will go to her station in the near future. Mr. Charles Moore and Mr. J. J. Lynn, of the Submarine Signal Co., were in the great lakes district last week and report that the system is practically being universally adopted, orders being received from all parts of the world.

IRON SITUATION.

Heavy purchases of pig iron have been prominent in the past week in the iron and steel market. The Carnegie Steel Co. has taken all the available March Bessemer, amounting to 8,000 tons, at $22, and the Cambria Steel Co. has contracted for 36,000 tons for equal shipment during April, May and June. The flood in the Pittsburg district will have the effect of curtailing the monthly production, as it has caused the temporary banking of 38 furnaces with the resulting loss of approximately 50,000 tons of iron. The revival of activity in the pig iron demand throughout the east is noticeable. Finishing mills are unable to satisfy the consumptive requirements. Prices on pipe and tubes have been withdrawn to June 1 by the National Tube Co., and independent mills are asking premiums from $2 to $4 per ton. Heavy structural material contracts continue. Rail contracts for the week aggregate 12,000 tons.

WELLAND CANAL TRADE.

Buffalo, March 20.— Of course, we were very much pleased to find that your Kingston correspondent was able to figure out a lower freight on grain through the Welland canal than by the Erie barge canal, especially when we found how the calculation was made. When the advantage must be gained by the Canadian route only after figuring the Buffalo-New York canal rate at 4.75 cents a bushel, there is, of course, no room left for argument. I showed the figures to an old canal boatman and he said he would be "tickled to death" to get such a rate right along on the canal as it is now. The new canal can easily cut this rate in two and there used to be talk of a cent-a-bushel rate when the canal enlargement was first urged.

It is too bad that ill-balanced figuring has been allowed to do so much harm in the business world. It has created very many things that were either dead at the outset or served merely to show what should be done by competitors to render them useless. The Welland canal has been far more valuable as a spur to Erie canal improvement than as a living waterway, and in that sense we ought to revere it, but it can never be a real rival of the Erie canal, nor even of the New York-Buffalo railroads. Still, without it there might be no barge canal in sight now and no possible relief from railroad car shortage.

Of course, we must regard all Canadian transportation routes as dependent mainly on the export demand, so that mere figures never make the showing that they seem to. It is figuring that has produced advocates of such enterprises as a canal from southern Lake Michigan to Lake Erie and from Lake Huron to Lake Erie, always with the omission of such calculations as do not favor them. The first cost may be figured, but the running cost and the speed restrictions are not so easy, though they are always large enough to cut off all but first-class waterways, such as have no rivals of account and are sure of good business.

The canal that may some day be built from Lake Huron to Lake Ontario will have many claims to success on account of the shortening of the through route that it will provide but even that presents important features that nobody can reduce to figures. The shortened season, the uncertain through trade, the great size of modern lake vessels, the running cost of a long, modern ship canal are among the many things that tell against it. The worst of all such enterprises is that promoters of them are given to ignoring the less apparent costs and enlarging upon the benefits of them. This was the case of those who stood for a ship canal from Buffalo to the Hudson. Fortunately, Buffalo had no interest in such a scheme and was able to show up the objections to it very forcibly.

I am looking for a revival of interest in internal waterways, if only on account of the bad showing the railroads are making as the sole through carrying agencies. They are saying that railroad regulation talk is driving capital away from them and this means anything but additional equipment of them in future. The waterways are a prime necessity but they differ greatly in value

JOHN W. CHAMBERLAIN.

Capt. Benjamin L. Cowles, of Buffalo, has been awarded the government contract for maintaining and taking up the buoys at the port of Buffalo and on the Niagara river.

APPOINTMENTS OF MASTERS AND ENGINEERS.

NORTHERN NAVIGATION CO. OF ONTARIO, LTD.

		CAPTAIN.	ENGINEER.
Str.	Huronic	R. D. Foote	S. Brisbin
"	Tadousac	Samuel Hill	J. G. Fisher
"	Saronic	A. L. Campbell	Hugh Myler
"	Ionic	Robert McIntyre	J. Payne
"	Majestic	A. M. Wright	W. Whipps
"	Germanic	W. G. Cox	Joseph Asten
"	Britannic		J. T. Myler
"	City of Midland	F. G. Moles	S. Burgess
"	City of Toronto	Paul Dusome	W. A. Black
"	City of Windsor	W. McLean	Moses Johnston

NORTHERN STEAMSHIP CO., BUFFALO, N. Y.

Str.	North West	George A. Minar	M. N. McDonald
"	North Land	John Hartman	George M. Tilton

OGDENSBURG COAL & TOWING CO., OGDENSBURG, N. Y.

Str.	Nicaragua	James Owen	Freeman Axtell
"	Avon	George P. Clifford	D. G. Costello
Bge.	Henry Witbeck	Justin Mallett Sr	
"	Isaac Stephenson	Justin Mallett Jr	
"	Hoboken	A. Demars	
"	James Buckley	Alderic Derocher	
"	H. B.	Alfred Lalonde	
"	Ireland	Hector Latour	
"	Fred Carney	Not in commission at opening of navigation.	
"	Menominee	Not in commission at opening of navigation.	

PERE MARQUETTE RAILROAD CO., LUDINGTON, MICH.

Str.	Pere Marquette	John C. Ackerman	Robert MacLaren
"	Pere Marquette 17	Joseph Russell	A. W. Ackerman
"	Pere Marquette 18	Peter Kilty	Charles Sylvester
"	Pere Marquette 19	William LeFleur	Albert Cascadden
"	Pere Marquette 20	Neil McIssaacs	J. B. Conrad

PHOENIX TRANSPORTATION CO., CHICAGO, ILL.

Str.	Phoenix	E. C. Vanpatten	William Frazier

PICKANDS, MATHER & CO., CLEVELAND, O.

Str.	Victory	Joseph Lowes	G. A. Brown
"	Pathfinder	James G. Neal	Herbert Kessel
"	Amasa Stone	W. A. Reed	L. A. Heisner
"	Samuel Mather	L. W. Stone	Edgar Arnold
"	D. O. Mills	L. H. Mallory	H. A. Woods
"	Jay C. Morse	A. H. Reed	A. A. Manion
Bge.	Constitution	P. A. Peterson	
"	Sagamore	Peter Cartwright	
"	Santiago		

PORT HURON & DULUTH STEAMSHIP CO., PORT HURON, MICH.

Str.	New York	Alex McGowan	John Hogan
"	Russia	John C. McLean	Robert Cameron

REPUBLIC IRON CO., CLEVELAND, O.

Str.	Republic	W. A. Black	Harry Potter

DULUTH & ATLANTIC TRANS. CO., DETROIT, MICH.

Str.	Iron King	James Ross	A. E. Bury
Sch.	Iron Queen	D. A. Maynes	

WOLVERINE STEAMSHIP CO., DETROIT, MICH.

Str.	Senator	W. K. Nesbitt	W. J. Bolton

MICHIGAN STEAMSHIP CO., DETROIT, MICH.

Str.	Colonel	A. Ames	August Cobo

THE J. EMORY OWEN TRANS. CO., DETROIT, MICH.

Str.	John Owen	H. T. Archer	S. L. Phillips

RUTLAND TRANSIT CO., OGDENSBURG, N. Y.

Str.	Ogdensburg	T. M. Hough	William Bieber
"	Rutland	W. H. Plumb	A. J. Kinch
"	Langdon	Harvey Brown	C. M. Cotter
"	McVittie	John Smith	M. J. Reagan
"	James	W. H. Williams	Hugh Goodheart
"	Prince	W. S. Shay	Robert Vallance
"	Haskell	E. G. Cooley	J. A. Rega
"	Averell	Stanley McQueen	Robert Chestnut

LOUIS SANDS SALT & LUMBER CO., MANISTEE, MICH.

Str.	Wotan	Jacob Berentsen	William Brice
"	Maggie Marshall	A. Olson	John Peterson
Sch.	A. W. Luckey	Nels C. Thompson	
"	Isabella Sands	J. L. Jensen	

SARNIA TRANSPORTATION CO., SARNIA, ONT.

Str.	Lake Michigan	Alexander McLellan	Harvey Myers
Bge.	Naiad	William Fitzgerald	
"	Cyrenian	Martin Mahoney	

FRANK SEITHER, PRES., ENGLAND TRANS. CO., CLEVELAND, O.

Str.	R. W. England	R. W. England	John Booth

SEITHER TRANSIT CO., CLEVELAND, O.

Str.	G. J. Grammer	Thomas Burns	John Goulden

SHENANGO STEAMSHIP CO., CLEVELAND, O.

Str.	Wilpen	Henry Peterson	William F. Riley
"	William P. Snyder	Ed D. Gatfield	Charles E. Collins

APPROPRIATION FOR AIDS TO NAVIGATION.

Congress authorized the light house board to provide a number of aids to navigation in the shape of light ships, fog signal stations and light houses. The list is as follows:

SECOND LIGHTHOUSE DISTRICT.—A light vessel for use near the eastern end of Hedge Fence Shoal, entrance to Vineyard Sound, Mass., at a cost not to exceed $115,000.

THIRD LIGHT-HOUSE DISTRICT.—A light and fog signal station at the entrance of Huntington Harbor and Lloyd Harbor, New York, at a cost of $40,000; and from and after that time when such station shall be put in service the present Lloyd Harbor light shall be discontinued.

A light and fog signal station at or near the west end of the draw near the Lehigh Valley railroad bridge at Passaic, New Jersey, at a cost of $15,000; and from and after the time when such station shall be put in service the present light for the channel at Newark Bay shall be discontinued.

A tender for use in the third light-house district, at a cost of $25,000.

A tender for use in Porto Rican waters, and elsewhere as may be directed, at a cost of $200,000.

FOURTH LIGHT-HOUSE DISTRICT.—A relief vessel, at a cost of $115,000.

FIFTH LIGHT-HOUSE DISTRICT.—Beacon lights at La Trappe River, Maryland, at a cost of $10,000.

A wharf for buoys and other light-house material at O and Water streets in the city of Washington in place of the old wharf, at a cost of $30,000.

SEVENTH LIGHT-HOUSE DISTRICT.—A tender for use in the seventh light-house district, at a cost of $200,000.

EIGHTH LIGHT-HOUSE DISTRICT.—A tender for use in the eighth light-house district, at a cost of $60,000.

A light station to take the place of the Horn Island light destroyed by storm, at a cost of $10,000.

NINTH LIGHT-HOUSE DISTRICT.—A light and fog signal station at White Shoal, north end of Lake Michigan, to take the place of the light vessel now maintained there, at a cost of $250,000.

Post lights on Fox river, Lake Winnebago and connecting lakes and channels, at a cost of $500.

The Milwaukee light station on the point about one mile northward, and eastward of North Point, northerly side of Milwaukee bay, and the light station at McGulpin Point, Michigan, on the southerly side of the Straits of Mackinac shall hereafter be discontinued.

ELEVENTH LIGHT-HOUSE DISTRICT.—A light and fog signal station at or near Split Rock, near Beaver bay, Lake Superior, at a cost of $75,000.

Range lights at Grand Island Harbor, Munising, Lake Superior, Michigan, at a cost of $15,000; and from and after the time when such range lights shall be put in service the present Grand Island Harbor light shall be discontinued.

The relief light vessel for the ninth and eleventh light-house districts authorized by the act approved March 3, 1903, shall be equipped with such power motor as, in the opinion of the Light-House Board, appears for the best interests of the government, without, however, increasing the limit of cost as fixed by said act.

TWELFTH LIGHT-HOUSE DISTRICT.—A relief light vessel for use on the Pacific coast, at a cost of $130,000.

A light and fog signal station at Carquinez Strait, between San Pablo Bay and Suisun Bay, California, at a cost of $50,000.

A light and fog signal station on the north shore of Molokai Island, Hawaii, at a cost of $60,000.

A tender for use in Hawaiian waters and elsewhere as may be directed, at a cost of $215,000.

THIRTEENTH LIGHT-HOUSE DISTRICT.—A light vessel at or near Swiftsure Bank, off the entrance of Juan de Fuca Strait, Washington, at a cost of $130,000.

Rebuilding and equipment of a light-house and fog signal at Cape Arago, Oregon, at a cost of $20,000.

The limit of cost of fog signal station to be established in connection with light station at Battery Point, Washington, heretofore authorized by the act approved June 28, 1902, is hereby increased by the sum of $8,000, so as to make the total limit of cost $14,000 instead of $6,000, as heretofore authorized.

FIFTEENTH LIGHT-HOUSE DISTRICT.—A new tender for use in the fifteenth light-house district, at a cost of $60,000.

THE MAN AT THE WHEEL AGAIN.

Editor MARINE REVIEW:—Concerning the inquiry by "Once a Wheelsman" in your issue of Feb. 21, relative to the story "The Man at the Wheel," where the mate comes on deck and seeing a red light ahead gives the order "Hard-a-starboard."

Replying to query of "Once a Wheelsman" will say that the order was correct under the circumstances and conditions. Under ordinary conditions and according to the law governing the "rules of the road at sea," we are obliged to port for a red light. As I understand the story the steel collier was lying in such a position that the Pioneer was bearing down on her from directly abeam, so that a continuation of the course would strike her in about the position of the red light. The sixth situation of the diagrams illustrating the helm signals of the rules shows about the positions of the two vessels alluded to.

The sidelights being in the for'ard part of a ship, the Pioneer in turning on a starboard helm had a much smaller arc to turn in to go clear than if she had swung on a port helm, since there was more of the collier from the red light aft than from the red light for'ard. Again, if the Pioneer was like most boats she would turn faster on a starboard helm than on a port helm. Whether the mate of the Pioneer considered all these matters or not, he nevertheless saw at a glance that his only chance of going clear was to starboard and cross the bow of the collier. The collier was not moving at the time; if she had been then this starboarding of the helm would not have shown good judgment.

Rule 27 tells us that in obeying and construing the rules of the road due regard shall be had to all dangers of navigation and collision and to any special circumstances which may render a departure from the rules of navigation necessary in order to avoid immediate danger. I take it that the Pioneer's circumstance was such that she was governed by rule 27; that it was permissible and an act of good judgment on the part of the mate. However, it must not be understood from this that it is a practice to starboard for a red light; far from it. Under ordinary circumstances both vessels are under way, so that the vessels whose duty would be to go astern on seeing a red light, would tangle things up badly by starboarding. LONG.

QUERIES ANSWERED.

Editor Ques. Dept., MARINE REVIEW:—I would like to ask a very few important questions, important to me for I am greatly interested in them. I have asked these same questions of licensed men and I have not as yet received a satisfactory answer: (1) What is the meaning of the commands "starboard" and "port?" (2) Is starboard wheel and starboard helm the same thing? (3) Is it proper to say starboard or port your wheel for the commands of starboard and port?

INTERESTED READER.

Marine City, Mich.

Answer:—(1) The starboard, or right side of a vessel facing for'ard, was originally called "steerboard," by reason of the ancients having the "steering-board" (rudder) in their vessels placed on the right side instead of in line with the keel, and from this circumstance the right side of a vessel was afterwards called starboard. Before vessels were steered with a wheel or other gear attached to the helm or tiller, the helm was merely moved from side to side by the helm's man. When the helm was shoved over to starboard it was called a starboard helm, or the helm's to starboard. The command of starboard is a contraction of put the helm to starboard. It grew out of this circumstance. The command of starboard means the helm and not the wheel or the ship's head. The command of "port" means that the helm is to be put to port regardless of what way the boat goes or the way you have to roll the steering wheel. This is the reason for the boat's head going to starboard when the command of "port" is given, and to port for the command of "starboard."

(2) Starboard wheel and starboard helm can be two widely different things. With a cross gear the wheel and the helm move in the same direction, and the vessel's head goes the other way. With a straight gear the wheel and the helm move opposite, and the boat's head goes in the direction that the wheel is turned. The steering wheel has nothing to do with the commands of "port" and "starboard," and, therefore, cannot be used in the same sense with each other.

(3) No, it is not. It would answer all right with a cross gear, but not with a straight gear. Since the commands depend on the way the helm is to be turned, and not the wheel, it is incorrect to say wheel for helm. If the master or any one else desires that the wheel be starboarded and that is what is wanted, regardless of which way the boat's head goes, then it is permissible. Bear in mind the origin of the law governing the helm and you cannot help but see the simple reasons for these commands.

BRITISH BUILT BOATS FOR THE GREAT LAKES.

The Fairfield Ship Building Co. of Glasgow are to build two additional steamers for the Canadian Pacific Railway Co. for service on the Great Lakes. The new ships will be fine specimens of lake passenger craft of between 300 and 400 ft. in length, and they will do much to make still stronger the chain which the C. P. R. have stretched from Tokio to Liverpool.

Capt. Archibald McLaughlin of Detroit, has been appointed vice commodore of the Detroit & Cleveland fleet. He will take charge of the steamer City of Detroit.

NEW WATERWAYS COMMISSION.

President Roosevelt has conferred a great distinction upon Hon. T. E. Burton of Cleveland, by appointing him as chairman of the new Inland Waterways Commission, created to prepare and report a comprehensive plan for the improvement and control of the river system of the United States. It is fitting to say that no man in public life is better suited for this important post than Mr. Burton. The other members of the commission are: Senator Francis G. Newlands, Senator Wm. Warner, John H. Bankhead, Gen. Alexander Mackenzie, Dr. W. J. McGee, F. H. Newell, Gifford Pinchot and Herbert Knox Smith. Gen. Mackenzie is the chief of engineers of the war department. Mr. Newell is director of the United States reclamation department. Mr. Pinchot is chief forester of the United States. Herbert Knox Smith is commissioner of corporations. W. J. McGee is an anthropologist and geologist, formerly in charge of the Bureau of American Ethnology. Mr. Bankhead is a member of congress from Alabama.

The president in his letter to each of these gentlemen says that he is influenced in creating the commission by the broad considerations of national policy; that the railroads are no longer able to move crops and manufactures rapidly enough to procure the prompt transaction of the business of the nation and that there appears to be but one complete remedy—the development of a complementary system of transportation by water. Continuing the president says:

"Numerous commercial organizations of the Mississippi valley have presented petitions asking that I appoint a committee to prepare and report a comprehensive plan for the improvement and control of the river systems of the United States. I have decided to comply with these requests, and I have asked the following gentlemen to serve: Theodore Burton, chairman; Senator Francis G. Newlands, Senator William Warner, John H. Bankhead, Gen. Alexander Mackenzie, Dr. W. J. McGee, F. H. Newell, Gifford Pinchot, Herbert Knox Smith.

"Works designed to control our waterways have thus far usually been undertaken for a single purpose, such as the improvement of navigation, the development of power, the irrigation of arid lands, the protection of lowlands from floods, or to supply water for domestic and manufacturing purposes. The time has come for merging local projects in a comprehensive plan designed for the benefit of the entire country. Such a plan should consider and include all the uses to which streams may be put and should bring together and co-ordinate the points of view of all users of waters.

"While rivers are natural resources of the first rank, they are also liable to become destructive agencies, endangering life and property, and some of our most notable engineering enterprises have grown out of efforts to control them. It was computed half a century ago that the Mississippi alone sweeps into its lower reaches and the gulf 400,000,000 tons of floating sediment each year (about twice the amount of material to be excavated in opening the Panama canal), besides an enormous but unmeasured amount of earth—salts and soil—matter carried in solution. This vast load not only causes its channels to clog and flood the lowlands of the lower river, but renders the flow capricious and difficult to control. Furthermore, the greater part of the sediment and soil matter is composed of the most fertile material of the fields and pastures drained by the smaller and larger tributaries.

"Any plan for utilizing our inland waterways should consider floods and their control by forests and other means, the protection of bottom lands from injury by overflows, and uplands from loss by soil wash; the physics of sediment charged waters and the physical or other ways of purifying them; the construction of dams and locks, not only to facilitate navigation, but to control the character and movement of the waters, and should look to the full use and control of our running waters and the complete artificialization of our waterways for the benefit of our people as a whole.

"Any plan for utilizing our inland waterways, to be feasible, should recognize the means for executing it already in existence both in the federal departments of war, interior, agriculture, and commerce and labor, and in the states and their subdivisions; and it must not involve unduly burdensome expenditures from the national treasury. The cost will necessarily be large in proportion to the magnitude of the benefits to be conferred, but it will be small in comparison with the $17,000,000,000 of capital now invested in steam railways in the United States—an account that would have seemed enormous and incredible half a century ago.

"The reports of the committee should include both a general statement of the problem and recommendations as to the manner and means of attacking it."

GRAIN RATES TO SEABOARD ADVANCED.

Buffalo, March 18.—Announcement made by the railroads of a general advance of about 10 per cent on grain rates to the seaboard has aroused considerable interest among shippers who are looking over the situation to ascertain what effect, if any, will be had upon their business. The conclusion reached by some is that the effect will not be of material interest to them, for the reason that advanced prices must follow to make up for the increase in freight charges. All do not, however, take the same view of the matter and feel in some instances that the effect of the advance will at least temporarily be injurious to business.

The action just taken by lines between Buffalo and the seaboard in advancing rates is simply following the example of lines east out of Chicago, which had previously announced an advance in rates. The action of lines east of Buffalo, therefore, was not unexpected. Some newspaper reports had it that the Pennsylvania was the only line which had advanced the rates, but this statement was incorrect as most shippers may readily understand. Railroads act in conjunction with one another in such arrangements, and shippers will find that the rates announced will be enforced by all lines, in the territory interested. It can hardly be said that the action of the railroads was not anticipated. Rates have been advancing each year with regularity and after hearing of the advances in wages to employes of transportation companies, the shippers had little else to look for in this direction other than a general advance in rates.

It is announced at Buffalo that a conference of the lake line managers will be held before the close of the week, at which the question of rates will be discussed, and it is not improbable that a re-adjustment of rates will be agreed upon which will meet the advances of the railroads. Such action is generally expected and one lake line manager here states that nothing else can be done under the circumstances. Should the lake lines fail to advance their rates, there would, of course, be a great deal of business diverted to them, which would not be turned from the railroads under the other conditions. It is understood, however, that these matters will be fully settled at this week's conference.

Rates recently made by the railroads and which become effective in most cases, April 1, are arranged, using Chicago as a basing point. The following figures will illustrate the difference be-

tween the old and new eastbound grain tariffs.

From Chicago to Buffalo, advanced from 11 to 12 cents per cwt.

From Chicago to New York, advanced from 17½ to 19½ cents per cwt.

From Chicago to Philadelphia, advanced from 15½ cents per cwt.

From Chicago to Baltimore, advanced 19½ to 21½ cents per cwt.

From Chicago to Rochester, advanced from 14½ to 16½ cents per cwt.

The rates east of Buffalo to the seaboard are not charged in the same way. Instead of making a rate of so much per one hundred pounds, a rate of a certain amount per bushel is made. The present rate on wheat is 5 cents per bushel; corn, 4½ cents; rye, 5 cents; barley, 4½ cents; oats, 3½ cents; flaxseed, 5 cents.

With the establishing of the new rates comes the final disposition of the out-turn rate question. Heretofore the transportation companies had guaranteed the out-turn rates. That is, they guaranteed to deliver the same weight at destination as received from the shipper, or pay for the shrinkage, but for some time the railroads have been breaking away from this system, finding that too frequently they resulted in unpleasant complications. It is authoritatively stated that the railroads will not in future guarantee out-turn rates on grain.

QUESTIONS FOR MASTERS AND MATES.—NO. 33.

490. If the correct magnetic bearing is to the left of the compass bearing what kind of deviation?

491. If the compass bearing is to the right of the correct magnetic bearing what kind of deviation?

492. If the sun's true bearing is N 132° E, the Var. 3° Wly, and the sun's bearing by compass is N 129° E., how much and which way is the deviation?

493. Why is it if the Dev. is Ely on North that it will be Wly on South in an unadjusted compass?

494. If the Dev. is 8 degrees on N. and 14 degrees on NE., what will it be for NNE and NE by N. The Dev. in both cases is of the same name.

495. Why is it that the deviation will not be the same for the same point when the ship is heading on that point for some time when the ship is swung slowly from point to point?

496. What is a patent compensating binnacle?

497. What are some of its advantages?

498. What is meant by the First or Prime Meridian?

499. What Prime Meridian do we use?

QUESTIONS FOR WHEELSMEN AND WATCHMEN.—NO. 34.

346. Give true course and distance from Chicago to a point 4 miles SE by S½S from Pilot Island lighthouse.

347. Give correct magnetic course and distance from Milwaukee to Chicago.

348. Give correct magnetic course and distance from a point 1 mile north of old Mackinac Point lighthouse to a point 1 mile south of Lansing Shoal lightship.

349. Give true course and distance from a point 1 mile north of old Mackinac Point lighthouse to Chicago via middle passage.

350. Give true course and distance from a point 1 mile north of old Mackinac Point lighthouse to Milwaukee via west passage.

351. Give true course and distance from a point 1 mile north of old Mackinac Point lighthouse to Chicago via north passage.

352. Give correct magnetic course and distance from a point 1 mile south of Lansing Shoal lightship to a point 1 mile south of Poverty Island lighthouse.

353. Give true course and distance from a point 1 mile south of Poverty Island lighthouse to Milwaukee harbor entrance.

354. Give true course and distance from Milwaukee harbor entrance to a point 4 miles SE by S½S from Pilot Island lighthouse.

355. Give true course and distance from a point 1 mile south of Lansing Shoal lightship to a point 4 miles SE by S½S from Pilot Island lighthouse.

OBITUARY.

Capt. Israel T. Palmer died at Manistee at the age of 87 years.

Ole Simpson, an old sailor, died at Muskegon Mich., last week at the age of 73 years.

Robert E. Jores, formerly one of the best known sailors on the lakes, died at Racine last week at the age of 83 years.

Capt. George Richards died at the marine hospital in Cleveland last week. He was 60 years old and had been sailing for the past 30 years.

The George Stratford Oakum Co., Jersey City, N. J., announces the death of their president, Herbert Ridley Stratford, at his home in Jersey City.

John M. Smith, father of Edward Smith, president of the Great Lakes Towing Co., died at his son's residence in Buffalo last week at the age of 88 years.

Ashton Lemoine of the well known firm of naval architects, Tams, Lemoine & Crane, New York city, died very suddenly while entering a theater, Feb. 12. He was 52 years of age.

Irwin Marshall, well known marine engineer, died at his home in Buffalo last week. He had been chief engineer of the steamer Rensselaer of the Pittsburg Steamship Co.'s fleet for several years.

ITEMS OF GENERAL INTEREST.

Capt. John Burns has succeeded Capt. Ben. L. Cowles as harbor master at Buffalo.

Flanner & Reeves, lumber dealers of Detroit, have bought the steamer Alfred Soper from J. O. Nessen of Manistee for $8,000.

It is reported that the Standard Motor Construction Co., of which Lewis Nixon is president, will build a ship yard at Tottenville, S. I.

The Canadian steamer Seguin has been chartered by the Canadian Northern Railroad, and is being remodeled into a package freight steamer.

F. W. Gilchrist of Alpena, has sold the tug John Owen to Frank Perry of Sault Ste. Marie. He has also sold the schooner J. B. Kitchen to Port Hope, Ont., parties.

F. E. Parker, of Saginaw, has purchased the schooner George K. Jackson from George D. Jackson, of Bay City. She will be used as a consort to the steamer Langell Boys.

Bids for the charter of a tug for the use of the assistant United States engineer in the lower Detroit river will be opened by Col. Davis, government engineer at Detroit, on April 3.

The war department has sustained Col. Charles E. L. B. Davis, government engineer at Detroit, in his order to the Michigan-Lake Superior Power Co. to lessen the flow through their canal at Sault Ste. Marie by 50 per cent.

The Hocking Valley Railroad Co. has given contract to the McMyler Manufacturing Co. of Cleveland for the installation of one of their rapid coal handling plants on its Toledo dock, the work of erecting to begin at the close of the season of navigation this year.

The Dunbar & Sullivan Wrecking Co., of Buffalo, were the lowest bidders for dredging material from the east bank of the Lime Kiln Crossing, proposals for which were opened by Col. Charles E. L. B. Davis, government engineer at Detroit. Their bid was $3.80 per cu. yd. The other bidders were: Great Lakes Dredge & Dock Co., Chicago, $5.25 per cu. yd.; G. H. Bremen & Bro., Toledo, $4.90 per cu. yd.; Hickler Bros., Sault Ste. Marie, $4.25 per cu. yd.

A PLEA FOR THE DEVELOPMENT OF THE WATERWAYS.*

BY HON. JOSEPH E. RANSDELL,

MEMBER RIVERS AND HARBORS COMMITTEE OF CONGRESS, CHAIRMAN EXECUTIVE COMMITTEE NATIONAL RIVERS AND HARBORS CONGRESS.

Mr. Chairman and Delegates to the Convention:

It gives me very great pleasure to be with you this morning, and along with that pleasure comes a serious duty.

The chairman has told you that I am chairman of the executive committee of the National Rivers and Harbors Congress. Doubtless all of you know about this association. It was formed in the city of Baltimore about five years ago. The first National Rivers and Harbors Congress was held in order to arouse sentiment among the people of the United States to offset the action of the United States Congress in failing to pass the great rivers and harbors bill at the close of the session in March, 1901, when the distinguished senator from one of the western states, the Hon. Thomas Carter, of Montana, got the floor of the United States senate, thirteen and one half hours before congress closed, and talked to death an appropriation of $59,000,000, and he did so because the peerless chairman of the rivers and harbors committee, the Hon. Theodore Burton, of Cleveland, one of the most magnificent men in the life of this nation, aided and assisted by his associates of the house committee, refused to embody in the terms of that $59,000,000 bill an appropriation of $200,000 to irrigate the arid lands of the west. We took the ground that it would be inconsistent to place in the rivers and harbors bill an appropriation to irrigate lands that are stationed 7,000 feet above sea level, and which has no waterway capable of floating a boat larger—as Mr. Burton said—than a birch bark canoe.

This great convention protested against the action of congress in that respect, and at the next session the rivers and harbors bill carried about $64,000,000, which was adopted in June, 1902, and the friends of rivers and harbors at that time felt fairly good. Sixty-four million dollars looked nice, although we have not had any appropriation before since 1899. From 1902 until 1905, until the spring of 1905, we had no appropriation whatsoever. You know at the close of the session in 1905 a remarkably small bill, carrying about $32,000,000, was passed by congress for all the rivers and harbors of this great nation of ours.

Then it was that the friends of waterways throughout the union determined to form an association, national in its character, and through that association to demand of the congress of the United States a recognition of our rights.

We met on the 15th and 16th of January, last, in the city of Washington and embodied our feelings in strong resolutions which, in substance, declared that the policy of the congress of the United States towards the nation's waterways had been parsimonious in the extreme. We declared in favor of an annual rivers and harbors bill, thereby placing us on a par with other great appropriations by the government, such as the army, the navy, pensions and post offices, which have appropriation bills annually, against the tri-ennial bill which rivers and harbors have had for the past ten years, one in 1899, the next in 1902, and the last in 1905. We further declared that the average annual appropriation for rivers and harbors of nineteen and a quarter millions, which had been given us for the past ten years, was entirely inadequate, and in future we should have at least $50,000,000 a year. Further we declared in favor of a broad and liberal a truly national policy towards our waterways, and for an annual bill at once carrying at least fifty million dollars.

In order to carry out the work of that association, an executive committee was appointed of fifteen men selected from every part of the nation, thoroughly representative of every section of the country, and, as the chairman has told you, I have the honor of being chairman of that committee, and we were given plenary power to do whatsoever we thought best to arouse the sentiment of the American people to the justness and the greatness of our needs, and to take such action as we thought advisable to bring this matter before the American congress.

This executive committee met and decided that in order to do this properly we must organize into one great waterways association every friend of waterways, every private individual interested, every owner of boats, every waterways improvement association, in short, every person in the United States who is at all interested in waterways improvement, and we have done our best towards forming that association.

I am happy to report to you, sirs, that we have a great many members in thirty-six states of this union, and our membership is rapidly growing and we are doing a great deal of publicity work. We have one publicity bureau which has connection with twenty-five hundred newspapers, and we have tried to reach the people of the United States through the medium of the press which, you know, today is the greatest power in the land.

Now, I have told you this briefly, in order that you may know where I stand.

I wish to say further in regard to the work of this association that it represents no particular waterway, no river, no lake, no sound, no bay, no gulf, no ocean, but it represents every waterway in our union, but it stands for a broad and liberal policy toward all our waterways. (Applause.)

We stand, sirs, for sufficient money to improve all our waterways, and it goes without saying to the intelligent men I see before me that if congress adopts the policy for which we stand, to-wit: fifty million dollars a year, that the upper Mississippi has men strong enough, energetic enough and intelligent enough to look after its rights and see that it gets its full share. (Applause.)

The great trouble has been in the past, my friends, that there were insufficient sums appropriated to properly provide for our waterways, and the sums being insufficient, no matter how energetic the distinguished gentleman I see before me, Mr. Bede, who represents in the most able manner this section of the country, who has been the most true friend of the upper Mississippi, no matter how hard he tried, it was impossible for him to get more than his share for the upper Mississippi, but I wish to say that you have gotten your full share of what was going; the trouble has been there was not enough going.

The policy of our committee is to have more money, to let more money be going, and then when you get your share you will be able to do something with it. Why, sirs, the money has been spent in such a niggardly way that it was impossible to use it in a businesslike manner, a situation which you, as business men, I am sure will understand. Is there any business man who would attempt to construct a million dollar house if he had only one hundred thousand dollars in sight? Would he spend the hundred thousand dollars on the foundation and a part of the walls, and then wait five or six years until he could get the balance? Don't you know that he would lose a great deal? Don't you know that the expenditure would be unwisely made? Of course you do.

It has been that way with us in the river and harbor work; we have been compelled to dole the money out in small sums, entirely inadequate to carry out the work in a businesslike manner.

To give an idea of this, the projects now before the rivers and harbors committee, which have received the approval of the engineers' department and are clamoring for appropriations, amount to over $500,000,000. Think of that! We are seventeen men seated around a table; on the table are engineers' reports showing projects for the improvement of waterways, projects nearly all of which have considerable merit, and which will cost over five hundred million dollars. We are confronted by leaders of the party in power who say, "You

*Address delivered at Upper Mississippi Improvement Association.

must provide for five hundred million dollars, but in order to do it we will allow you only nineteen and a quarter millions a year."

Now, I ask you as business men, how would you go about it? Make a simple calculation in your minds, and you will see that in order to provide $500,000,000 for the projects proposed at the rate of $19,250,000 a year, it will take over twenty-five years to get around, and that will make no allowance whatever for the maintenance of existing projects and for new projects which are being presented to us all the time. You know the waterways already in use require a large sum for maintenance, and you know also that new projects are coming in all the time. The work given us is that of elimination, to cut off here, to slaughter there, to twist and to squirm around the difficulty and to do a little quarreling, too. There are a great many people working hard on their projects and we do the best we can for them all. It is simply a process of elimination, elimination, elimination to reduce five hundred million dollars to nineteen and a quarter millions, and when we get through the nineteen and a quarter millions has been so scattered around that in the attempt to provide reasonably for all of them none of them are given what they need, and much of the money is not as wisely expended as it should be.

Now I do not want to convey the idea that there is any log-rolling in this, any log-rolling in that committee. I am not going back for a period of ten years and say what may have happened in that committee ten years ago, but I say it is utterly impossible, a physical impossibility to get through an appropriation before the rivers and harbors committee unless it is a wise one.

What is the process for securing an appropriation? You know, Mr. Chairman, when you wanted the river improved, the first thing to do was to get an act of congress ordering a survey between St. Paul and St. Louis, with a view to getting a six-foot navigable channel all the year round. That survey was made by the resident engineer in charge of the river; he reported on it; that report goes to a board of five distinguished engineers sitting in the city of Washington who in turn make a thorough and separate examination. They will come out here and you will be called upon to show them the commerce; you will be called upon to show to the engineers that when the twenty million dollars are expended it is going to bring business returns commensurate with the expenditure, and unless you can show them that it is meritorious, they are going to turn the project down. Now, after the five engineers have reported favorably to the project, it has got to go to the chief of engineers, who in turn reports favorably or unfavorably on it, and unless you get a favorable report from Major Riche, and second, from the five engineers, congress is not going to make an appropriation for the project. Now you know there is no higher regarded body of men in the United States than the engineers, consequently if the engineers say the money would be wisely spent it is safe for congress to go ahead and spend it.

I wish further to say, and I say this as a democrat, that on the Rivers and Harbors committee in congress in the past ten years there has been no log-rolling; there has been no partisanship or politics; the word politics is not allowed to enter the committee room. Mr. Burton, the chairman of that committee, and all of my colleagues on that committee believe in doing business on business principles. We try to make the limited sums of money appropriated go just as far as we can. The question we ask of all the people is, "Show us that your projects are meritorious and deserving, and we will do the best we can for you with the limited sums at our disposal." That has been our policy, and that is what we wish to carry on.

Now, my friends, as I said before, that fifty millions is not for your river, not for the Columbia river, not for the Missouri, not for this great project between Chicago and St. Louis, not for the mighty Ohio, which now floats the greatest commerce of any river of this nation, not for any waterways whatsoever, but for all our waterways.

When we get this policy adopted what shall be done? It then behooves you to send proper representatives to congress to see that your share is given to you. I believe there is no doubt about your doing that.

Now do we need fifty million dollars? I have attempted to show you that we do, and I have done it by explaining that projects approved would cost upward of $500,000,000. Would it be wise on the part of the government to expend $500,000,000? I do not think it is necessary to try to convince this audience that it would, and yet during the whole history of our nation we have expended for waterways improvements about $470,000,000. As against that the great state of New York, well called the Empire state, has expended and is now expending on one waterway, the Erie canal, $157,000,000. Why? As early as 1817 the genius of DeWitt Clinton saw that it was necessary to construct that waterway in order that the supremacy that nature had given to the city of New York through its magnificent harbor should be retained, and that Philadelphia, Baltimore and other cities should not take that supremacy from her. The canal was constructed, the state of New York doing it unaided. Four years ago the wise business men of that state saw that the water supremacy was about to pass away, because with the vast improvement in modern transportation, railroads carrying now 1,800 tons as opposed to the small trains of many years ago, and steamers on the lakes carrying 20,000 tons, these business men saw they must bring the waterway up to the times, and they voted $101,000,000 worth of bonds for the purpose of improving the waterway, making it twelve feet in depth and of sufficient width and provided with locks to accommodate vessels of one thousand tons burden. That was four years ago. The bonds were floated, the money is being spent and the supremacy of New York city and New York state through the Erie canal is going to remain with her. God bless her for this waterway policy, which I wish the nation could be induced to adopt towards all its waterways. (Applause.)

If we could adopt for the nation the wise policy which the Empire state has adopted for its waterway, great would be our reward throughout the length and breadth of all the land.

Now New York has certainly been well repaid for this expenditure. Has the government been repaid for this expenditure of $470,000,000 which it has made? Let us take a few figures. Early in the 60's very little money had been spent on the great lakes. At that time a vigorous work of improvement was begun, and, although the canals and the lakes carried vessels of only thirteen feet draught they have since been improved to a depth of twenty-one feet, and now magnificent ships carrying 11,000 tons burden and drawing twenty-one feet, can ply between all the great harbors on the lakes. That has cost the government in round numbers $70,000,000. Early in the 60's when this work was begun, it cost to ship a bushel of grain from Chicago to the city of New York 29.60 cents by the lakes and the Erie canal, and 46.10 cents by the railroads. Today, as a result of this expenditure on the lakes, it costs to ship the same bushel of grain from Chicago to New York 5.51 cents by the lakes and the Erie canal, and 10.20 by the railroads. In other words, a saving of over 36 cents per bushel on the railroad rates of forty years ago, and a saving of over 24 cents a bushel on the water rates of forty years ago, and today the water rates are over five cents a bushel cheaper than the rail rates.

What does this mean if applied to the cereal crop alone of the seven states ad-

jacent to the lakes, Ohio, Illinois, Indiana, Wisconsin, Minnesota, Iowa, and Michigan? (I add Iowa, although it is not on the lakes, but mighty close, and it is the home of our distinguished president.) (Applause.) The cereal crop of these seven states, corn, wheat, oats, barley and rye, in the year 1905 amounted to 1,977,000,000 bushels, and a saving of five cents a bushel on that crop would be $98,000,000. Now these states raised also 87,000,000 bushels of potatoes and 23,000,000 tons of hay, and a saving of five cents a bushel on potatoes and twenty cents a ton on hay would be a further saving of $9,000,000 which, added to the other, makes a total saving on the crops of the seven states of $107.000,000 a year.

Now, is that all? Why, no. You gentlemen know there are a great many other products of these states besides the purely agricultural ones which I have named, and you also know there are innumerable agricultural products besides the ones I have detailed. Is that all? No, sirs. You know it is an axiom of political economy that freight on incoming agricultural implements and merchandise of various sorts bought with the proceeds of agricultural products and taken into an agricultural country, is twice as much as the freight on the outgoing product. In other words, if a farmer ships his crop and pays one hundred dollars freight thereon, he will buy implements and merchandise to take back to his farm, and the freight on all those things will cost him two hundred dollars if it cost him one hundred to ship his merchandise out. So if the saving on these cereals, potatoes and hay in these seven states alone was $107,000,000 during the year 1905, the saving on return freights taken to the farmers was twice as much, or $214,000,000, making a total saving to the farmers of these states of $223,000,000 in one year. Perhaps you are like Thomas who said, "This is a hard saying and who can hear it?" But when the Savior pointed the witnesses to Thomas he believed them. I have pointed to figures, and I will defy any one of you to show they are not true; they are not fancies, but figures.

We do not ship all the agricultural products out of the country. I grant all that, but where is the price of the agricultural product made? Mr. Chairman, you know, sir, it is made in the best market, in Liverpool or in New York, or wherever the best market is, and the price on those products is the price at Liverpool or New York less the cost of transportation from the farm to Liverpool or New York, (Applause.) and whether the farmer sells his produce on the farm, sells it to a neighbor, or uses it or ships it, he certainly gets the benefit of this five cents per bushel reduced rates, and therefore it is fair to assume that he gets the benefits of that $223,000,000.

Now, many of you will probably say, "That's all right, Mr. Ransdell, but congress has passed a bill which is going to prove a panacea for all these ills and it will settle the rate question entirely." I do not believe any of you think so, but lest you may, I wish to say a few words about the rate bill. In passing I wish to say I think it is a most beneficent measure, not quite as good as it may look to you, but it is good. I voted for it as a member of the minority party, and I believe to a great extent it will be administered in the same spirit with which our great president, Mr. Roosevelt, (Applause.) one of the wisest and best men that ever held the reins of this government—urged it upon congress, and without whose efficient aid I do not believe it would have ever become a law, if it is enforced in the spirit with which congress passed it, and which induced Mr. Roosevelt to advocate it, it is certainly going to prevent to a very great extent rebate discriminations, but, my friends, I do not believe it is going to cheapen freights, and if I understand the purpose of this association it is to cheapen transportation. That is your mission. You wish some legislation which will cheapen transportation. I assume that is right.

Now, sirs, if you wish your transportation cheapened rely upon the magnificent waterways of this nation which the Great Creator of the universe has given to his children for their use and benefit. (Applause.) I, for one, Mr. Chairman and gentlemen of the convention, have far more confidence in the free waterways of the union than I have in billionaire railroad trusts, even if they are regulated and controlled by a fallible and susceptible inter-state commerce commission of nine or ten men. (Applause.) I have far more confidence in the immutable laws of supply and demand and in legitimate competition on these unmonopolized waterways than I have in mere man-made statutes. (Applause.)

Now just a word about the man-made statute in Texas today. You know I live in Louisana, that is pretty close to Texas. Texas has a rate commission law, and there has been a commission for many years, and sentiment is in favor of that commission. The average Texan would grab a railroad by the back of the neck and give it a push. That is the way they feel, a great many of them. The sentiment of Texas is strong in support of that commission, and every right which the legislature of the state of Texas, a body of unlimited powers, can give to that commission, has been given. Congress is a body of limited powers, and we cannot give the powers to the inter-state commerce commission that Texas can give to its commission. Mr. Bede knows I state the truth when I tell you that the city of Dallas in northeastern Texas, the center of the greatest cotton belt and the biggest shipping point, shipping out 1,500,000 bales of cotton, has to pay three dollars a bale to get its cotton to Galveston, only three hundred miles away, has pleaded with its commission, and Mr. Bede fully knows that the people of Texas have begged and supplicated congress to improve the Trinity river at a cost of five or six million dollars in order to get their cotton to Galveston at from one dollar to one dollar and twenty-five cents per bale. Where I live, on the Mississippi river, for a distance of some four or five hundred miles the rate on cotton to New Orleans is from fifty cents to one dollar per bale. (Applause.) We have no commissions there, we do not know they exist; we have no use for them. We do not need to call them in; we have nature's rate commission, that great waterway which flows by the doors of this beautiful city and that regulates rates for us, because it is navigable, because we have seven feet of water the year 'round on the lower Mississippi. I have seen it reported that cotton was shipped from Cincinnati to New Orleans, a distance of fifteen hundred miles, at one dollar per bale, while in Texas on the unnavigable Trinity they are paying three dollars a bale for three hundred miles in spite of the most vigorous effort on the part of their great railway commission.

Now, gentlemen, if the railway and rate commission of that state, created by the legislature and given unlimited powers, is unable or fails to give to the people of Dallas relief from paying three dollars per bail, which amounts to $3,000,000 more than they ought to pay, does any reasonable man expect the inter-state commerce commission is going to give them that relief? You know it cannot be done. The only way to give them that relief is to improve the Trinity river as they ask.

Now, will it pay? Why, that is a farcical question to ask. I have just shown you that the saving on one product, on cotton alone the saving will be $3,000,000, and the saving on other things will be greater, so the saving annually on shipments from that section of the country, as a result of this expenditure of five or six millions to improve Trinity river, will be a great deal more than six million dollars.

I had the pleasure of making a trip through the west recently, and in the beautiful city of Spokane I met your distinguished president, and he and I had the honor there of addressing one of the greatest commercial bodies of that

section. People out there have their own troubles with waterways. I am going to tell you about the troubles with the Columbia river, and I do this speaking for the committee, for the stand I take is not local, but for the whole nation. I do this because it was told on the floor of the Chamber of Commerce of New York that we were only representing the Mississippi valley. I denied the charge in a speech in May, and told the people the National Waterways Association stood not for the Mississippi valley, not for any waterway in the union, but for plenty of money for every waterway. (Applause.) That is our policy, as I explained before.

I want to say a word about the Pacific coast. Your chairman knows we were treated splendidly in the city of Spokane. In Washington, Oregon and Idaho, tributary to the Columbia and Snake rivers, there is grown small grain amounting annually to 87,000,000 bushels, and it costs to ship a bushel of that grain eleven cents. The average haul is only 400 miles to Seattle, Tacoma or Portland, the great ports of that section. Now in the present sparsely settled condition of the country those people want the Columbia river improved. It is going to cost between six and seven million dollars to improve it, and when it is improved they will be able to transport their grain to those points at a cost not exceeding five or six cents a bushel, and even then they will not be treated as well as we are here on the lakes, where we can get it taken from Chicago to New York, a distance of nearly 1,200 miles, for 5.4 cents a bushel, while on the Columbia river it costs them five cents for a distance of 400 miles. Supposing they get it to the coast at five cents a bushel there will be a saving of over $4,000,000 on the cereal crop alone in that section.

Now I wish to say a word about my visit to a beautiful section. I was taken by Congressman Jones to see the wonderful agriculture of the North Yakima region It was told they had rich lands, and when I saw those lands I could understand how they were worth from one thousand to two thousand dollars an acre for agricultural purposes Some of you may say that is a "whopper," but the Lord knows it is true. I was a doubting Thomas until I went there, but when I saw the hops, prunes, alfalfa and strawberries, with little rivulets of water flowing between the rows and was told of the wonderful results, I could well understand it was worth $2,000 an acre, because sometimes they get $1,300 for one acre of peaches, and it is not unusual to raise from two thousand to twenty-four hundred pounds of hops from one acre, which should sell for fifteen to twenty cents per pound to your people, I imagine. (Laughter.) I presume some of the hops are used in this valley. Besides all these things that I have enumerated there would be a saving on grain alone of $4,250,000. The saving to that valley on agricultural products and agricultural implements which go there bought with these agricultural products, would be over $15,000,000 every year, and it will not cost Uncle Sam over six or seven millions to improve it.

Ought we not to do it? Would we not spend one dollar when at the end of every year we would get two hundred cents in return? And, my friends, this is what can be done and should be done with every dollar spent on every waterway of this union. (Applause.)

I have shown the wonderful returns of the lakes. I have not the exact figures to give you the returns, but I assume you are so well posted on that wonderful commerce it would be idle to talk about it.

Just a word or two more about another great waterway. I allude to the Monongahela river in the state of Pennsylvania. It is only a little river which bears a small quantity of water and is not the magnificent stream you have here. Although it is a small river it has been improved, the people have taken advantage of the water, of what nature has done for them and improved it. It cost the government six or eight odd thousand dollars to improve it, and the commerce on that little stream in ten years amounted to six hundred thousand dollars. Did it pay the government to spend money for its improvement? Did it not have an interest in it? Three years ago before the rivers and harbors committee, Mr. Jones, of Jones & Laughlin, of Pittsburg, was before our committee, and I believe Mr. Bede took a hand in the cross-questioning. I asked him why he wanted improvements made on the Monongahela river. He said, "The locks are going out, and if they go out I must stop my great works; I must throw out of employment 8,500 men I now employ. I use 15,000 tons of coal a month, a million and a half a year, and I must stop and everybody must stop if these locks go out." We had heard the same cry before from many other places. Mr. Burton said, "I grant all that, but just tell us what it costs to get that coal." You remember, Mr. Bede, how he scratched his head, and said, "Why, it seems to me that might be giving away trade secrets; I don't know that I ought to do that." But Mr. Burton insisted and he stated that it cost him from three and one-half to four cents per ton to get that coal from the mines to his factory. Three and one-half to four cents per ton! Then said Mr. Burton, "What does the railroad charge when the river freezes over or when a lock goes out?" He answered quick and sharp, "Forty-four cents per ton." Eleven to twelve hundred per cent higher. Three and one-half cents per ton on coal through the waterway prepared by our beneficent government and forty-four cents on the railroad. Eleven to twelve hundred per cent higher!

What does that mean? It means a saving of $4,000,000 to you on the commerce of the east a year. Are you interested here? You do not manufacture your iron here. You get your steel and iron from Pittsburg, the greatest manufacturing center on earth. Are you interested here in this great state of Minnesota? Undoubtedly you are, for where does Pittsburg gets its iron? It gets it on the Mesabi range in the northern part of the state and ships it by rail down to Duluth, and by steamer from Duluth to Ashtabula, Conneaut and Cleveland, a distance of a thousand miles at 80 cents per ton. The rail rate from those points to Pittsburg, a distance of 130 miles, is 90 cents per ton, being ten cents higher than the water rate for 1,000 miles, the water rate being exactly one-seventh of the rail rate. The rail rate is 700 per cent higher than the water rate for the immense products of Mr. Bede's district.

Now, then, how about the return product. Pittsburg sends a lot of coal out to this western country. It is shipped from Pittsburg to these same ports on Lake Erie, Conneaut and Ashtabula. It is shipped 135 miles by rail at 90 cents per ton; that is the standard rate. When it reaches the steamers they charge to carry it to Chicago, Milwaukee or Duluth, the lake ports of the country, 35 cents per ton. The rail rate is 90 cents per ton for 135 miles, and the water rate 35 cents for one thousand miles. The railroad rate is exactly 2,000 per cent higher.

Talk to me about water transportation! I think it is ridiculous to talk any longer about that.

I want to talk a little while about the necessity of organization. This great association, as I explained to you, stands for plenty of money for all of our waterways. Are you going

to help us? Are you going to the representatives of this valley, your senators and representatives, and say to them: "We will be satisfied no longer, sirs, with the policy you have pursued. We will return you to congress no longer unless you place our rivers and harbors on a par with other great national bills. We are tired of having rivers and harbors receive only nineteen and a quarter millions of dollars annually for ten years, when you have given the navy $69,900,000, when you have given to the army $69,700,000, when you have given to the postoffices an average of $127,300,000 for the past ten years, when you have given to the pensioners of the government an average of $143,200,000 in the past ten years; we do not propose to stand such treatment of our waterways any longer." (Applause.) Give your senators and congressmen that kind of talk and they will give you more money. The senators and congressmen wish to do what the people want. You do not need to talk to my friend Bede; he has been converted long ago, (applause) but there are some in this section of country that need to be converted, and there are even some, Mr. Chairman, in your own great state. There are some there that need it badly, and they stand high in the councils of the nation. You must convert them. Do you know, gentlemen, that the states of this nation interested in waterways, and greatly interested, number thirty-seven? Thirty-seven of our magnificent states that have a lake or harbors and rivers within their borders. There are only eight of our great states which are not interested directly in waterways, and even those eight are interested indirectly. These seven states, sirs, have seventy-four members of the United States senate and three hundred and seventy-one members of the house of representatives. If we could pull them all the way we want them to go there would be no trouble.

My friends, let us organize ourselves and get together. Even old Aesop in his fable in his good old story of the man with his five sons and the bundle of fagots has given us an example of the power that lies in getting together. He bought a bundle of fagots carefully tied together and gave to his sons, who were young and strong and wished to go out into the world. They took up the bundle of fagots and tried to break them, but they failed because they were united. Then the old man smiled, and said, "Watch me, boys, it is easy," and he undid the cord and one at a time he broke them with ease. The good father understood the necessity of organization. A few years ago how people in the western part of the union begged and implored congress to improve and irrigate the arid lands of the west. They turned a deaf ear to them until this action of Mr. Carter's that I mentioned. Then they began to organize. They formed a great organization; they raised money to educate the people, and for two or three years you had it dished up to you for breakfast every morning, "Irrigate the arid lands of the west or all the ills that flesh is heir to will come upon you." (Laughter.) The states interested, thirteen of them, got together and formed an association, and at the next session of congress they marched up 26 United States senators and 37 members of the house of representatives, a solid phalanx. You know what that means in a legislative body. They held the balance of power and it was found the part of wisdom to give them what they wanted. They got $35,000,000 to irrigate their lands, and they are bothering congress no more. It all came from organization. Some of you are perhaps members of the national bankers' organization. I was told when visiting the state of California that $400,000,000 were in danger as the result of that national calamity, but the wonderful organization of the bankers of America stood shoulder to shoulder determined to fund the bank. Every member of the national congress, I presume has felt the influence of the old soldiers' organization. It is worth infinitely more than a man's political life to go against any kind of a pension bill. (Laughter.) Why? Because of the organization of the old soldiers.

I tell you, my friends, if we people will organize we can get what we want. (Applause.) We do not want to make a raid on the treasury, but if the navy must get $66,000,000 and the army $69,000,000, why then should not commerce get something? Where does the government get its money to run the nation? Where does it get the $1,200,000,000 if it does not get it from commercial sources? Every single dollar comes from commercial relations except that of the post office, and that comes largely in stamps on business done by commercial men. What percentage of this money do we get. We get from all this vast sum three per cent or $19,250,000. We should add to this the custom service and the life saving service, which is also of interest to commerce, and they get about twelve million dollars. So then congress has given to commerce, including the life saving service and the consular service, about four and one-half per cent of the money. How does that compare with what the army, the navy and the pensions fund get? $280,000,000, over forty per cent. Commerce getting four and one-half per cent, war and its rewards forty per cent in this peace loving nation of ours. (Applause.)

O, gentlemen, in the language of our strenuous president, is it giving us a "square deal?" Is it giving us a square deal? You know it is not. Remember that commerce makes us today the greatest nation of the world. Our commerce is sailing on every sea, although unfortunately much is carried on foreign bottoms. Our commerce has paid now in two years over $500,000,000 a year, and yet that magnificent commerce gets only four per cent! Are we going to submit to this forever? I do not believe it. Let us rise in our might and demand a different policy. Get together in this valley and let every commercial association join the national organization and through them get behind the congressmen and senators, get behind the newspapers, get behind the country generally, arouse and stir them up and you will get what you want, and you are not going to get it in any other way. (Cheers and tremendous applause.)

FITTING OUT SHIPS.

The Upson-Walton Co. of Cleveland has, since it was established, fitted out 334 ships, probably a greater number of ships than have been fitted out by any single firm in the United States. While this record is a high one it is likely to increase more rapidly in the future than in the past. In no part of the United States are ships being built as fast as they are on the lakes, especially so of late years, and the Upson-Walton Co. is getting contracts to fit out the greater part of them. During the past few weeks it has received contracts to fit out the Charles Hubbard, building at the Toledo ship yard, the Hugh Kennedy building at Lorain, the Jay C. Morse building at Cleveland, the Ward Ames and H. P. Bope building at West Superior and the following vessels building for the Lackawanna Steamship Co.: Alba, building at Cleveland; Odonah, Crete, Cyprus, Adriatic and Verona building at Lorain, and the Hemlock building at Bay City. They will also fit out the new Hutchinson boat building at the Cleveland yard of the American Ship Building Co.